

# The Hongkong Telegraph.

WEATHER FORECAST.  
FAIR

(ESTABLISHED 1881.)  
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May 21st, 1912, Temperature a.m. 82, p.m. 84; Humidity...84, 71.

May 20th, 1912, Temperature a.m. 73, p.m. 75; Humidity...87, 84.

No. 8792

庚六初月四年于壬

WEDNESDAY, MAY 22, 1912.

三拜禮 號二廿月五英港香

\$86 PER ANNUM  
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## TELEGRAMS.

### OPIUM QUESTION.

#### REMINDER TO CHINA.

Reuter's.  
[Service to the "Telegraph."]

via Bombay, May 22, 8.20 a.m.  
Received, 11.47 a.m.

Sir Edward Grey, replying in House of Commons to Sir J. D. Rees, said the Government understood that the present Provisional Chinese Government was as earnest as its predecessor regarding the suppression of opium-growing, but if any reluctance were displayed in taking over its obligations in this matter, the whole question of the Agreement would be raised.

#### KIAUCHAU.

#### SUPPLEMENTARY VOTE.

via Bombay, May 22, 8.20 a.m.  
Received, 11.47 a.m.

The Budget Committee of the Reichstag has sanctioned a supplementary estimate for Kiauchau amounting to 650,000 marks to cover the expenses incurred in protecting German interests during the recent disturbances in China.

#### MISS MALECKA.

via Bombay, May 22, 12.20 p.m.  
Received, 4.30 a.m.

In his statement on the Malecka case in the House of Commons, Mr. Acland said the Russian Government stated there was incontrovertible proof of the accused's Russian nationality. [In yesterday's telegram it was stated that Mr. Acland said there was incontrovertible proof of Miss Malecka's Russian nationality. The above is now forwarded as a correction.]

#### BRITISH COMMUNICATIONS.

##### NEW TUBE RAILWAY.

London, May 21, 4.40 a.m.  
Received, 4.53 p.m.

Mr. Herbert Samuel, Postmaster-General, in the annual Post Office statement in the House of Commons, said it was contemplated to build a tube railway across London exclusively for the transport of mails and parcels.

##### WIRELESS SCHEME.

Regarding the Imperial wireless scheme, six stations would be first erected. The first would be in England, the second and third probably in Egypt and East Africa, the fourth in India, the fifth at Singapore, and the sixth in South Africa. The cost per station would be sixty thousand pounds.

#### BOXING.

#### MIDDLEWEIGHT CHAMPION.

via Bombay, May 21, 2.5 p.m.  
Received, 6 p.m.

At the National Sporting Club, Jack Harrison defeated McEnroy, of the Irish Guards, on points in a twenty rounds contest for the middle-weight championship of England.

## TELEGRAMS.

### LABOUR UNREST.

#### A GENERAL STRIKE?

Reuter's.  
[Service to the "Telegraph."]  
via Bombay, May 22, 7.10 a.m.  
Received, 22, 10.50 a.m.

The transport workers soon disposed to take up the lighter-men's cause. A complete standstill at the port of London and even a general strike are regarded as not improbable.

#### PRINCE OF WALES.

##### THE TOULON VISIT.

via Bombay, May 21, 2.5 p.m.  
Received, 6 p.m.

A message from Paris says that the Prince of Wales has left for Toulon.

##### ARRIVAL.

via Bombay, May 22, 7.10 a.m.  
Received, 10.50 a.m.

H. H. the Prince of Wales has arrived at Toulon. He boarded the battleship Danton, on board of which a luncheon party was given in his honour, after which the Fleet weighed anchor and made for sea in order to undergo naval exercises.

#### THE MEDITERRANEAN.

##### NAVAL INSPECTION.

via Bombay, May 22, 7.10 a.m.  
Received, 10.50 p.m.

Mr. Asquith and Mr. Churchill have left for Genoa en route for Malta and Gibraltar, to carry out naval inspections.

#### LORD HALDANE.

##### TO BERLIN AGAIN.

via Bombay, May 22, 7.10 a.m.  
Received, 10.50 a.m.

The newspapers announce that Lord Haldane starts to-night for Berlin, where he will stay for ten or twelve days. He goes on purely private business.

#### NEW ZEALAND'S GIFT.

##### PATRIOTIC ATTITUDE.

via Bombay, May 21, 2.5 p.m.  
Received, 6 p.m.

In response to the Admiralty suggestions, the Government of New Zealand has expressed its willingness that the battle cruiser New Zealand, which was originally intended for the Far East, shall be employed wherever it will be most useful. Accordingly, the vessel joins the first cruiser squadron of the first fleet in home waters, after visiting New Zealand. The date of completion of the vessel will be early in 1913.

## TELEGRAMS.

### DENMARK'S GRIEF.

#### ROYAL MOURNERS.

Reuter's.  
[Service to the "Telegraph."]  
London, May 21, 2 p.m.  
Received, 22, 3.30 a.m.

Prince Arthur of Connaught, who is representing King George at the funeral of the late King of Denmark, has started for Copenhagen.

He will be followed by Queen Alexandra and the Empress Marie.

#### PRINCE KILLED.

##### MOTORING TO DENMARK.

via Bombay, May 21, 2.5 p.m.  
Received, 6 p.m.

A message from Copenhagen states that the Court has received a telegram to the effect that Prince George William, eldest son of the Duke of Cumberland, has been killed on the frontier at Mecklenburg, while motoring towards Copenhagen.

##### DETAILS.

Later.

A message from Berlin conveys the information that Prince George William was travelling at full speed at night, accompanied by Herr Champorlin von Greve. The car fell in a trench in a road which was under repair at the village of Fie-sack, in the province of Brandenburg. Both were killed on the spot. The Prince, who was driving, had his head smashed by the bonnet of the car. The chauffeur was injured.

#### TURCO-ITALIAN WAR.

##### TURKEY'S RETORT.

via Bombay, May 21, 2.5 p.m.  
Received, 6 p.m.

Reuter's Constantinople correspondent says that a special Council of Ministers has decided upon the expulsion of all Italians from the Empire, with the exception of workmen, indigents and widows. Within a fortnight.

#### COS, CAPTURED.

London, May 21, 6.35 p.m.  
Received, 22, 6.8 a.m.

The Italians have captured the island of Cos, off the coast of Asia Minor.

#### PERSIAN GULF TROUBLE.

via Bombay, May 21, 2.5 p.m.  
Received, 6 p.m.

A message from Simla says that the Arabs have retreated from Bunderabba, and landing parties are reembarking on the cruisers Perseus and Fox. The Rajputs are returning to Jask, leaving a strengthened Consular guard. Two bluejackets were drowned while landing.

## TELEGRAMS.

### PERSIAN SENSATION.

#### A DISCREDITED STORY.

Reuter's.  
[Service to the "Telegraph."]  
via Bombay, May 22, 12.20 a.m.  
Received, 4.30 a.m.

Reuter's Teheran correspondent states that the report that Yezim, the Armenian Chief of Police, was treacherously murdered is discredited. He was shot from a fort which was believed to be evacuated and which afterwards Yezim's followers stormed, and killed all inside.

#### THE GERMAN ARMY.

##### MEETING EXPENDITURE.

London, May 21, 6.35 p.m.  
Received, 6.8 a.m.

The Reichstag has decided to postpone the reduction of the sugar tax in order to meet new military expenditure.

#### HOME CRICKET.

London, May 21, 5.45 p.m.  
Received 22, 5.40 a.m.

Warwickshire beat Sussex at Birmingham by an innings and six wickets.

Surrey beat Gloucestershire at the Oval by an innings and 87 runs.

[Last year Warwickshire won by two wickets and Surrey by an innings and 51 runs.]

#### AVIATION FEAT.

#### BELGIUM TO ENGLAND AND BACK.

London, May 21, 5.45 p.m.  
Received 22, 5.40 a.m.

The Belgian aviator Cronberg ascended at Nieuport Bains, flew to Canterbury, where he dropped salutes to Britain, and returned via Calais without alighting.

#### PASTOR EXECUTED.

London, May 21, 5.45 p.m.  
Received, 22, 5.40 a.m.

Richeson, the American Baptist pastor convicted of the murder of a girl to whom he was engaged, but whom he gave up in favour of another, the daughter of rich parents, has been executed.

#### BETTER NEWS.

via Bombay, May 21, 2.50 p.m.  
Received, 6.28 p.m.

The noted anarchist, Maia Tso-ta, many years a resident in England, has been sentenced to three months' imprisonment and also to deportation for libelling a compatriot in Soho by suggesting that he is a police spy.

## TELEGRAMS.

### THE NEW CHINA.

#### ROYALIST PLOT.

From Chinese Sources.  
Peking, May 21.

The Terrorist Society, formed by the members of the Imperial Family, conspired to raise a rebellion in Hupei. The plot was discovered and 20 of them were arrested.

#### WONG HING'S POST.

The people and gentry of Nanking have telegraphed to President Yuan earnestly requesting him not to do away the post of Resident General in Nanking.—"Shat Po."

#### NEW LOAN CLAUSE.

Shanghai, May 21.

An additional clause has been inserted in the Loan Agreement which prohibits the Provincial Governments from obtaining loans secretly from any other nation.

#### A SQUABBLE.

Sze Siu-ki, Minister of Communications, is seriously at variance with his junior officials in the same Ministry, and consequently he has tendered his resignation to the Premier, which is not accepted.

#### LOAN OPPOSITION.

Grant agitations against the Loan Agreement are prevailing everywhere. Hsing Hsi-ling, Minister of Finance, has expressed his intention of resigning as a result.

Chen Kam-to declines to accept the post of auditor under the Loan Agreement.

The members of the State Council are strongly opposing the clauses of the loan agreement.

#### FOREIGN MINISTER.

Luk Ching Cheung, Minister of Foreign Affairs, has telegraphed to the Central Government announcing his impending arrival at Peking from Europe on the 22nd inst.—"Shat Po."

#### RUSSIA AND MONGOLIA.

Peking, May 21.

The Russian Minister of Foreign Affairs is alleged to have made an announcement in the Duma that as China has no time to spare in the development of Outer Mongolia, Russia should seize the opportunity to start railway enterprises there and ultimately obtain commercial predominance and assume military protection.

His announcement is reported to have been supported by the members of the Duma. A grant of 30,000 roubles for the expenses of investigation into the condition of Mongolia, has been set aside. An attempt has also been made to lengthen the railway from Fulon to St. Petersburg.

#### ATTEMPT ON MINISTER.

Ip Siu-shung, former Commissioner of Navigation, made an unsuccessful attempt to shoot Sze Siu-ki, Minister of Communications, outside the offices of the Ministry. Sze was dragged out of the carriage by the would-be assassin, who inflicted a slight wound in his rib. The reason for the outrage was that Sze had failed to fulfil an alleged promise of getting an appointment for the would-be assassin.—"Shat Po."

## TELEGRAMS.

### LOAN TO CHINA.

#### AUSTRIA'S POSITION.

Reuter's.  
[Service to the "Telegraph."]  
via Bombay, May 22, 12.20 a.m.  
Received, 4.30 a.m.

Reuter's Paris correspondent says it is understood that it has been intimated that the Austrian proposal for inclusion in the Six Power group concerned in the Chinese loan would make the scheme unworkable, but that every facility would be offered to Austria's financial participation.

#### CANTON NEWS.

Seizure of Firearms.  
(The "Telegraph" Correspondent.)  
Canton, May 21.

During the last few days great excitement and alarm have prevailed among the people in Canton, owing to large quantities of firearms and bombs being located in Kut Cheong Street, Yeung Chun Street, and other places. It appears that the disbanded revolutionary soldiers had been reluctant to sacrifice these weapons and explosives and had them stored secretly in the different parts of the city. The other day the Governor-General issued a stringent order for a thorough search for firearms and bombs throughout the city. The troops of the regular forces were posted to search the houses in the old and new parts of the city.

All the gates and entrances to the city were strongly guarded and suspects were searched. The search in the houses was conducted jointly by the troops and the police. Yesterday over 300 rifles and a large quantity of bombs were located in the Tartar city and many arrests were made. Chan Kam-to declines to accept the post of auditor under the Loan Agreement.

## Shipping

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## STEAMERS.

KOREA.....	18,000 Tons	Sailing June 18 1 P.M.
SIBERIA.....	18,000 "	July 2 "
MANCHURIA.....	27,000 "	July 18 "

## INTERMEDIATE.

PERSIA.....	9,000 "	June 11 "
CHINA.....	10,200 "	July 9 "
NILE.....	11,000 "	July 30 "

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## EASTWARD.

The S.S. "MUTTRA" 4,644 tons, Captain H. Carey, will be despatched for YOKOHAMA and KOBE on the 1st June, at noon, to be followed on the 15th June by S.S. "FULTALA," 4,154 tons, Captain H. Chidley, taking cargo and passengers at current rates.

## WESTWARD.

The S.S. "FAZILKA" will leave HONGKONG for SINGAPORE, PENANG and RANGOON on the 1st June, at Noon, followed by the S.S. "ITOLA" on 10th June, taking cargo and passengers at current rates.

The above steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences.

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Hongkong, 21st May, 1912.

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## Notices

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Hongkong, 18th May, 1912.

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## LATE TELEGRAMS.

(From Manila Papers.)

San Francisco, May 15.—Roosevelt's victory in the California primary election is assuming the proportions of a landslide. He has a clear majority over both Taft and La Follette of nearly 20,000, and a plurality over Taft of 60,000. The count is not complete, but those figures will be maintained if not improved in favour of Roosevelt.

Roosevelt appears to have carried every county in the state except the portion of San Francisco embraced in the fourth congressional district, where Taft has a small lead, and San Joaquin where La Follette is leading. The fourth district is represented by Julius Kalin, who is a staunch Taft man, and also contains the exposition site and here the followers of the President made their strongest battle.

Taft has a possible contest for two delegates to the Chicago convention in the fourth district, but there is a possibility that the entire state delegation of 26 men will be for Roosevelt at Chicago convention.

Champ Clark also swept the state in the Democratic primary administering a severe defeat to Governor Wilson.

The contest was notable for the large number of women who participated. They voted by thousands and a majority of them were for Roosevelt and against Taft.

## Direct Election.

Washington, May 13.—The bill providing for the direct election of the President of the United States was passed by the lower house to-day by a considerable majority.

The upper house having already approved of the measure it now goes to President Taft for approval or veto. It is believed the President will approve the bill.

## A Turn-over.

Cheyenne, May 13.—President Taft gets six votes from the state of Wyoming that had heretofore been generally counted for former President Roosevelt. The state convention which met here to-day was controlled by the forces of Senator Warren and selected a delegation to Chicago convention instructed to vote for Taft.

Senator Warren, who led the fight for President Taft, was chosen as head of the delegation.

## New Teachers for Manila.

Baguio, May 14.—Cable advice was received to-day that 36 more new teachers had sailed from San Francisco on the Korea, May 10. This makes a total of 107 new teachers to have left the States, and there are a few yet to be heard from. The 55 men who sailed from San Francisco on April 24 are expected to arrive in Manila on May 20, where they will remain for some two weeks for the purpose of receiving instructions with regard to their work. The following old teachers are also returning on the Korea: John C. Early, Mrs. E. M. Ledyard, Mrs. Dora Thomson, Miss Mary B. Crans, and Christian Hamlin. Among the passengers is also Mr. Frederick E. Moir of the Bureau of Civil Service, who is returning from six months' leave of absence.

## Big Crowds.

Columbus, May 15.—Col. Roosevelt is being met by large crowds on his speech-making tour of the state in behalf of his own candidacy for the presidential nomination and is making a series of vigorous talks.

In his opening address here he said: "This fight is between the plain people and the bosses and it is the greatest that has occurred in the United States since the death of Lincoln."

Roosevelt and his followers continue to be very confident of the Ohio primary, but equally strong and sanguine are the claims of that Taft managers.

## Taft's Attack.

Washington, May 16.—President Taft continues to viciously attack Roosevelt in all his speeches, which is believed to be mainly responsible for the evident revulsion of feeling which favours his opponent.

## NEWS FROM HOME.

## ENGLAND.

## Yorkshire.

## CANTON NEWS.

## Raising Funds.

(The "Telegraph" Correspondent.)

Canton, May 20.

Mr. Wu Han-mei, the Governor-General, has in view of the rise of the sentiment with the proposal for raising loans from the people, deemed it advisable to gain the support of the officials as an encouragement to public participation in these loans. The Conservatives strongly opposed the principle of the proposal, which was wrong, the proposal was not called for, and that, if it were, the present time was inopportune to raise it.

By machinery to be inaugurated in a few days at Bradford the corporation anticipates an increase from £30,000 last year to £50,000 in the profit from gas recovered from the sewage.

## SCOTLAND.

## Midlothian.

Apprehension for the safety of a pet toy bulldog resulted in the death of Archibald R. tiny Miller, of the Victoria Inn, Auchendinny, near Ponieuk. Mr. Miller was walking along the road with a friend when a motor-car came up behind. Both men were on the safe side of the road, but Mr. Miller, apprehensive of the safety of the bulldog, left his companion and rushed across to seize the dog. The car caught him, fracturing his skull and breaking his right arm, and he died in a few minutes.

The death has occurred of Colonel John Cornelius Craigie Halkett at his residence, Crimond House, Midlothian. Colonel Craigie Halkett was a J.P., a D.L., and a magistrate for Midlothian, and twenty-first representative of his family in the direct line who had always been in the Army. He was the head of the ancient Fifeshire family of Halkett. His three sons predeceased him, and Crimond House, Midlothian, passes to his eldest daughter, Mrs. Gallander, of Ardincraig.

## Nottinghamshire.

At the inquest on a servant girl named Ashmore, who was drowned in the Trent at Nottingham through a boat sinking, it was said that some men were on the river bank but made no attempt to save her. Accidental death was the verdict.

A number of Mansfield (Nottinghamshire) strikers digging for coal on the waste tip at Sherwood Colliery, came upon a woman's boot with a foot in it. The police were told, and further digging revealed the skeleton of a woman. Some hair attached to the skull, and portions of a straw hat and small piece of a green dress were found.

## IRELAND.

## County Antrim.

Mme. Sorgue, who was described by the Public Prosecutor at the Court of Assizes at Milan as "the most dangerous woman in Europe," has been prevented from fulfilling an engagement to address a meeting in Belfast by an intimation that she would be arrested if she came to England at the present time. Mme. Sorgue is a revolutionary aristocrat. Her grandfather was the Russian general, Cripehoff. Her uncle, Istomin, was the senior admiral of the Baltic fleet. She is the daughter of Durand de Gros, a famous French philosopher.

There was an animated scene at Belfast Assizes between Mr. Justice Boyd and Mr. W. M. McGrath, K.C. The latter objected to a statement of his lordship in summing up the evidence in a claim against the corporation, alleging that he misrepresented the evidence of a witness, and adding that it was his duty to protest against evidence being misstated when he thought that was done. The judge called for the withdrawal of that statement, declaring that he would not stand it. Mr. McGrath withdrew the remark, but repeated that his version of the evidence was correct. The judge declared that he had read his note, and did not understand counsel's persistence in saying he was telling what was not true, adding that he should believe with decorum, that no other barrister believed as he did, and that "some people think they cannot show energy for their clients so well as by insulting the Bench, and that is what you are doing."

Washington, May 16.—President Taft continues to viciously attack Roosevelt in all his speeches, which is believed to be mainly responsible for the evident revulsion of feeling which favours his opponent.

## SPECULATIONS IN RICE.

## Japanese Merchants Arrested.

Thirty-seven rice merchants and speculators connected with the Tokyo Rice Exchange were recently arrested by the Central Police on a charge of violating the rules governing the Exchange. With a few exceptions the accused are still detained by the police pending trial. Among the accused are such well-known merchants as Seishichi Iwanski, Tokubei Kato, Yohshiro Kato, Koshiichi Matsuda, Tokubei Kimura and Kinbei Matsunuma. Investigations made by the authorities indicate that the accused have for a long time been engaged in a certain transaction regarded as illegal, and prohibited by the Department of Agriculture and Commerce. The recent steady rise in the price of rice on the Tokyo market is mainly attributed to this fraudulent practice on the part of the accused.

On the 17th inst., a similar meeting was held among the military officials, which was presided over by Mr. Chan Kwang-min, Commander-in-chief. As a result of this meeting, all officers and men are required to contribute proportionately to the loan.

**Macao Question.** Yeung Ying-jun and other members of the society for dealing with the question of the delimitation of the Macao boundary, have petitioned the Canton Governor-General alleging that the Macao Government has issued proclamations notifying the people on Coloan island that the Government intends to collect land tax from them. The petitioners beg the Governor-General to open negotiations with the Governor of Macao in order to stop this proposal. On the receipt of the petition, the Governor-General considered the action of the Macao Government as tending to trespass on the sovereignty of China, and has directed the Commissioner of Foreign Affairs to open negotiations with the Macao Government protesting their action.

**Plague Precautions.** On the 17th inst., a meeting of the Provisional Council was held in connection with the question of the large number of Chinese infected with plague returning to Canton from Hongkong and Macao. Many of the members were of opinion that the number of infected people returning to Canton would cause the epidemic to spread, and one of the members said that the daily deaths through infection with plague in Hongkong and Macao were enormous and unless steps were taken to prevent these people from arriving in Canton a big epidemic would inevitably occur in Canton. After considerable arguments, the resolution for preventing the landing of people infected with plague was passed. It was decided to approach the Governor-General to direct the Director of the Health Department to establish an isolated ward in Whampoa, the infected passengers from Hongkong and Macao to be conveyed thither for treatment, and to set aside a building for the accommodation of relatives of the people infected in order to enable them to see them.

**National Bonds.** On the 19th inst., a meeting of the Cantonese Merchants' Peace Preservation Society was held in connection with the raising of national bonds and was largely attended. Owing to the financial strains of the Empire, foreign loans had to be raised, but in consequence of the dispute as to control of the funds, the meeting called upon those present to take up national bonds as a means of saving China from the crisis. It was decided to seek the assistance of the Canton Chamber of Commerce, the Nine Charitable Institutions, and the Chinese merchants in Hongkong in order to send a joint telegram to the State Council in Peking opposing the action of the foreign nations in checking the expenditure of China and interfering with Chinese military naval affairs. The telegram will further assure the State Council that the Cantonese are energetic in taking up the national bonds and in guaranteeing the repayment of foreign loans. The result of the meeting has been reported to the Governor-General and the Society is now busily engaged drawing up regulations governing the raising of bonds.

## BRAIN FAG.

## The Simplest and Most Effective Remedy.

Of the conditions which demand most sympathy and receive least, there are few as depressing to the sufferer as brain fag. The reason is not far to seek. It induces a sense of weariness, of depression, of utter inability to do the day's work or to take an active interest in anything. Its immediate consequences are morbidness, irritability and moodiness which are peculiarly disconcerting to the sufferer's friends, who, as a rule, are unable to appreciate the gravity of his condition and put all sorts of wrong constructions on his behaviour.

The cause of brain fag is due to the using up too rapidly of the phosphorus salts, which are of supreme importance in nourishing the brain and nervous system. To cure this condition, the amount of phosphorus must be completely restored. The ordinary salts of phosphorus, which were always used have, now, been proved to be quite inefficient for the purpose. What is needed is a phosphorus preparation in the "organic form" and in "chemical combination," as doctors call it. Of all the salts of phosphorus the best are those known as the glycerophosphates, for it is in that combination phosphorus is found in the nervous tissues and the brain. The best substance with which it can be "chemically combined" is with the body-building part of pure cow's milk. These two substances find their ideal combination in Sanatogen, which is universally acknowledged throughout the world to be the greatest revitalising and reconstituting preparation known to Science and, as a writer in the "Medical Press and Circular" states: "It has strengthened the physician's hand a hundredfold."

In further discussing Sanatogen that paper writes: "The explanation of the good results it produces is simple enough. Sanatogen supplies the much needed nutrition to the brain cells. As a consequence, the patient sleeps; his energy of mind and body is gradually restored, and he takes exercise and gradually returns to his natural occupations and amusements. Last, but not least, his brain being in a healthy condition, he loses his depression of spirits."

Recently, quotations on the Tokyo Rice Exchange showed an advance and inquiries show that the management of the Exchange have purposely caused quotations to advance as a demonstration against the authorities. Thereupon the Department of Agriculture and Commerce is reported to have decided to adopt rigid measures against the Exchange at an early date with a view to lowering the price of the cereals.

## HYDROPHOBIA IN BAN GKOK.

## Satisfactory Result of Dog-slaying.

The "Bangkok Daily Mail" gives the following list of fatalities from hydrophobia which have occurred since registration was enforced:

Deaths from Hydrophobia.
1st Oct. 1909 to 31st March 1910 (6 mos.)..... 3
1st April 1910 to 31st Mar. 1911 ..... 16
1st April 1911 to 20th Feb. 1912 (March returns not completed yet)..... 3

Total 2 yrs. and 5 mos. 22. These figures are for the town of Bangkok alone, representing a population of about 630,000. Registration of births and deaths is not enforced in some of the outlying suburbs nor in other parts of the Monthon.

The killing of dogs commenced on March 3, 1908, and from the date up to March 31, 1912, about 20,000 dogs had been killed; 17,740 of these having been actually picked up off the roads. Last year 3,172 dogs were killed and picked up.

Although these records are far too short a period to prove that the decrease of hydrophobia is a result of the destruction of dogs, yet it is the firm opinion of the Medical Officer of Health that this is the case, and we must admit that we agree with him. We trust that this good work will continue and thus keep down the number of cases of hydrophobia to a large extent.

With prevention on one side and a practically sure cure by the new Pasteur Institute on the other, the mortality from hydrophobia should in the near future be practically nil.

## Hotels.

## Hotels.

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Manager. [25]

Hongkong, 20th April, 1911.

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Shaukiwan Road.  
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By kind permission of Captain Morton the Band of S.S. "Mongolia" will play at the above Hotel on Friday night, the 27th inst., commencing at 9.30 p.m., sharp. W. GALLAGHER, Manager. [24]

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Hongkong, 1st Feb., 1912. [12]

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H. HAYNES,

Manager.

Hongkong, 16th Jan., 1912. [55]

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## The Hongkong Telegraph.

HONGKONG, WEDNESDAY, MAY 22, 1912.

## THE CHINESE AND FOREIGN LOANS.

Judging from the willing manner in which Dr. Sun Yat-sen received inquisitive newspaper men during his brief stay in Hongkong, the ordeal of being interviewed has no terrors for the ex-President of China. Indeed, he seems to have revelled in meeting the insistent queries of the Pressmen with ready, if somewhat guarded and occasionally inconclusive, answers. Of course, he was optimistic of the future, as all reformers are; but, after reading his utterances, we begin to ask ourselves whether Dr. Sun is not in the habit of closing his eyes to some of the more unpleasant and less praiseworthy outgrowths of the Revolutionary spirit. There is one aspect of the situation in particular with which we wish to deal in this connection. It is that of the undoubtedly spirit of opposition to foreign loans which exists in China to-day, and especially in the South.

When Dr. Sun's attention was called to the fact that Chinese merchants in Hongkong had been urging Canton to resist foreign loans on the ground that their acceptance would lead to the partition of China, the worthy ex-President declared, with characteristic brevity and emphasis, that the story was nonsense. He, however, admitted that there was still a reluctance to accepting foreign financial help, but described this as "only a remnant of an old idea." But those in possession of the full facts cannot permit the matter to be lightly dismissed with a wave of the hand in this way. Everybody who follows Chinese questions at all intelligently must know that, during the recent loan negotiations, there were protests from all quarters of the country against borrowing foreign money, and among those who did their best to bring the negotiations to nought were numerous leaders of Republicanism, prominent amongst whom was Wong Hing, a personal friend of Sun Yat-sen's. Then, with regard to the part which Hongkong Chinese took in the matter—and which Dr. Sun Yat-sen is inclined to disbelieve, or to profess that he disbelieves—we fortunately have chapter and verse to bear out the story. Within the past two weeks the Bunkers' Guild here has endeavoured to stir up feeling in Canton against foreign loans, asserting that the advance of money is "only a preliminary step to the seizure of territory in China," while, since the time, the Chinese merchants in Hongkong have advised their compatriots in Canton that "there is only one way of saving China from falling into the hands of foreign nations, and that is by raising loans from the people themselves."

From what we have written it will be conceded that, if this attitude of the Chinese is "only a remnant of an old idea," it is a fairly active and assertive remnant. Long before the advent of the Revolution the Chinese had begun to dislike foreign assistance, and it is our firm belief that the opinions of the people have not undergone any material change in this regard. If there has been a change, we should say it has been, as a consequence of the newly found spirit of independence, in the direction of even further hatred of the idea of borrowing money from abroad. Dr. Sun says the leaders of the new movement do their best to explain to the people that the use of foreign capital is to their mutual benefit. But apparently the average Chinese take a lot of persuasion in this matter. Meanwhile they take our money and do not hesitate to accuse us of unworthy motives in lending it. That is a fact which neither Dr. Sun Yat-sen nor anybody else can explain away. It is too obvious to be wriggled out of.

## DAY BY DAY.

There are some on whom their faults sit well, and others who are made ungraceful by their good qualities.

### Dead Bodies.

Three dead bodies were picked up yesterday, one off the Cosmopolitan Docks and the other two at Hunghom and Samuiipo.

### Hongkong Visitors to Manila.

Mr. G. V. Hayes, agent of the Dollar steamship company in Hongkong, and Mrs. Hayes, are staying at Bay View Hotel, Manila.

### Dumped on a Buoy.

The body of a Chinese was picked up yesterday off a buoy in the harbour. It had been apparently dumped there from a sampan.

### Unlawful Possession.

For being in unlawful possession of a quantity of fancy goods a man was sent to prison for fourteen days this morning at the Magistracy.

### Theft of Building Material.

The theft of building material at Wanchai was responsible for a man being fined ten dollars. In default he is to undergo a fortnight's hard labour.

### The Gymkhana.

The programme of the second gymkhana meeting to be held at Happy Valley on Saturday is to hand. Keon racing, if we may judge from the entries, should mark all the events.

### Fatal Collision.

The master of a fishing-junk reports that, while he was fishing off the Waglan, the s.s. Loongsang collided with him and caused two young boys to fall into the water. Both were drowned.

### Bottle Burst.

A lad aged about sixteen has been admitted to the hospital suffering from severe injuries to the hand caused at the Connaught Aerated Water Factory, by the bursting of the bottle.

### Stolen Clothing.

For stealing a bundle of clothing from a passenger on the s.s. Kwong Ting, valued at \$10, a Chinese youth was ordered twelve strokes of the birch and forty-eight hours' detention.

### Helped Himself.

A Chinese passing 8 Lammert Lane saw a bird in a cage hanging outside the door and taking a fancy to it helped himself. This morning he was helped to a month's hard labour as well.

### Hsu Shih-chang Retires.

The "Min Kuo Pao" reports that Grand Guardian Hsu Shih-chang of the Ching Court is determined to retire, and has obtained a permission to return to Tietin from the Empress Dowager.

### Chauffeur Fined.

The Indian chauffeur who was prosecuted by the Hon. Mr. C. Clementi, Colonial Secretary, at the Magistracy yesterday for driving in a reckless manner was fined \$10 or fourteen days' hard labour by Mr. E. A. Irving.

### Notice to Mariners.

Notice is given that a patch of rock, with a least depth of water over it of 6 feet at L.W.S., exists in the Front Reach of the Canton River. For plotting on Admiralty Chart No. 3847, the Eastern Point of Kupar Island bearing N. 71 degrees E., distant 7.8 cables.

### Tropical-medicine School for Calcutta.

The "Advocate of India" informs us that the Indian Government's scheme for the establishment of a School of Tropical Medicine in Calcutta is now ready, and will shortly be sent Home to the Secretary of State for his approval.

A non-recurring grant of \$23,000 has been made in this year's budget towards its establishment.

### Taxis in Manila.

Manila's first taxicab service was inaugurated on the 16th inst. It is for the benefit of members of the Army and Navy Club and is managed by Burchach's garage, the latter establishment having recently brought a number of these machines from the States. The rates to be charged the cab members for taxi service is as follows:—For the first 1/4 mile, 80 centavos; for each 1/4-mile thereafter, 20 centavos; waiting time 4 centavos per minute.

## Proposed Review.

Should a sufficient number of volunteers signify their intention to attend, there will be a review on June 3 at 7.45 a.m.

### Unlawful Approach.

At the Marine Court, to-day, four Chinese were fined \$3 each for approaching within thirty feet of the s.s. Kutsang without permission. The alternative to paying the fine was seven days' hard labour.

### Mr. Jack Leaves.

Mr. William C. Jack, head of the firm of W. C. Jack and Co., left to-day by the Mongolian, for a holiday at Home. Mr. Jack has not been in the best of health for some time, and it is hoped that his holiday will restore him to excellent health again.

### The Remedy.

Yuan Shih-kai has issued a proclamation which says that all people who shall in the future go against the Republic, shall be beaten on the spot. A native paper, commenting on this, observes, "That's the Chinese old medicine which heals every disease."

### Sikh Brutality.

If Shanghai is to set examples of good government for aspiring Chinese cities to follow, loss of the brutality displayed by Sikh policemen toward rioters coothes might be advisable, says the "China Press."

### Mutato nomine, de Hongkong fabula narratur!

Mr. V. H. Copley Moyle

The Rev. V. H. Copley Moyle and Mrs. Moyle arrived in the colony on Monday in the N.Y.K. s.s. Hirano Maru and will meet members of the St. John's Cathedral Choir and others at a private "at Home" to-morrow evening. The Church Body will be "at Home" at St. Paul's College on Friday, the 24th instant, from 4 to 6 p.m., and it is hoped that all members of the congregation, whether shareholders or otherwise, will take this opportunity of welcoming Mr. and Mrs. Moyle to the Colony.

## REVENUE OFFICERS CHARGED.

### Alleged Extortion of Admissions.

The case was continued this afternoon before Mr. D. Melbourne at the Magistracy in which three Chinese charged four Chinese revenue officers with assaulting them and endeavouring to force them to make admissions in connection with the charge concerning opium that had been preferred against them in the first instance.

Mr. Eldon Potter, instructed by Mr. Otto Kong Sing, appeared to prosecute, and Mr. W. L. Shenton defendant.

The case arose out of a charge of being in possession of opium on board the s.s. Loongsang, and the witness, who was called this afternoon, said that, when they were taken to the Harbour Office, they were left by themselves for some time; but during the afternoon, each of the three Chinese was assaulted and asked to admit that the opium, which had been found on the ship, was theirs. They all refused to do so except the witness, under examination, and he, fearing that he would not be able to stand ill treatment as he was only just recovering from an illness, at last consented to admit that the opium was his. One of the defendants said to him, "You had better admit; if you don't I will beat you as I did the others."

The case was proceeding as we went to press.

## BILLIARDS.

Two games were played on Tuesday in connection with the competition at the Seaman's Institute. In the afternoon Mr. Gorman H. M. S. Tamar, met Mr. Ryan, purser a.s. "Fathorn." The latter was the winner with a margin of 20 points.

He also made the highest break with a score of 16. In the evening Mr. Turner H. M. S. Tamar played Pte. Gate, R.M. L.L. of the same ship. Mr. Turner proved the winner by a margin of 53. The game was slow throughout, both players being out of practice. Turner also made the highest break with a score of 16.

## CLAIMS FOR SALARY.

### Firm with Many Addresses.

Mr. Justice Gompertz, at the Summary Court this morning, had to deal with three claims against the Hongkong Steamship Company. The claims were for \$282.40, \$490, and \$106.70, balances of salary due to a clerk, a pilot and a messenger.

Mr. Otto Kong Sing appeared for the plaintiffs and Mr. Shenton for the defendant.

Mr. Shenton said in this case he had an application in Chinatown for his client to appear to-day.

His Lordship: Is your client not here?

Mr. Shenton: No, he is in Foochow and I see no reason why there should not be an adjournment.

His Lordship: Will it be necessary for me to take the evidence to-day?

Mr. Shenton: In regard to two of them the evidence is the same. In regard to the third, he is a pilot on a ship, engaged in a different way.

### Similar Evidence.

Mr. Sing said the two plaintiffs he would call to-day would give similar evidence. In this action a writ was issued against the two defendants who, it was alleged, were partners in the Hongkong firm of ship owners. According to the instructions of the firm the defendants engaged two different employers; one, a messenger who claimed \$106.70, was employed at the salary of \$15 per month, and he received certain payment on account. The other man claimed, as a clerk, the sum of \$282.40. He thought it would facilitate his Lordship's task if he took them together; each man giving his evidence in his own case.

His Lordship: Yes.

### Messenger's Evidence.

The messenger said he was employed by the Hongkong Shipping firm. He commenced on the 30th November 1910. He was engaged as a messenger. He was engaged at the Mercantile Bank. The two defendants engaged him. He was to receive \$15 a month. His salary was to begin on the 2nd of December 1910. The Hongkong firm had offices at 11 Lyndhurst Terrace and he went there to work. The offices were new ones. He stayed there until the 13th day of the third month of the next year when the firm removed to another street. They again moved to Queen's Road West. The firm remained there two months. They then moved to Wing Lok Street. He worked at all these places. They remained at Wing Lok Street for five months. They left there on the ninth moon of last year. At the offices of the firm there was a sign written on paper; a piece of Chinese paper. Cheong Wo Chan came to the office every day. He collected rents for the firm from different offices. He collected wharf rent. He had worked for the firm twelve months. He received some money on account. The account of the firm gave him a book and entered into it monthly he had received from time to time. The balance due to him was \$106.70. At the time he was engaged by the firm there were two other men engaged.

Why He Went

By Mr. Shenton:—He went to the Mercantile Bank in the tenth moon. He went there because Cheong Wo Chan asked him. He got to know Cheong Wo Chan through Chau Hip Lung, when he got to the Mercantile Bank. Chau Hip Lung asked him to go to the defendant's firm. It appeared to him that Chau Hip Lung was the promoter of the firm and recommended him. It was not an arrangement that he should be paid when the company was properly started.

His Lordship: Did you get your food?—Yes.

By Mr. Shenton:—In the fifth day of the twelfth moon he received only \$8. In the fifth moon he received only forty cents and sixty cents.

His Lordship: That is wrong.

Mr. Shenton:—I have it \$4 in the fifth moon.

His Lordship:—That's right.

Mr. Shenton:—Second moon \$2?—Yes.

Fourth moon \$1?—Yes.

## Small Sums.

Mr. Shenton:—Why did you only receive those small sums?—He gave them to me at my request.

Continuing, witness said it was

not an arrangement that he should

draw his salary when the ships

were running. He did not hear

that arrangement with Pun Yen

Chuan at the Mercantile Bank.

At the office he was managing

the repairs. They were being

bombed; he also looked after

the removing of the furniture.

That was not the only work he

**THE MOTOR CAR.  
PETITION.**

**ANOTHER SIDE OF THE  
QUESTION.**

**Waywardness of Young Chinese.**

Believing that it was only fair to the people in the motor car business in Hongkong to be given an opportunity of replying to the recent petition to be sent to the Government, a representative of the "Telegraph" called upon the proprietor of a garage with a view of placing both sides of the question before the people of the Colony.

"The gentleman I called upon" writes our reporter, "was Mr. T. M. Nairn of the 'Ex-le Garage.' Asked what he thought of the statement in the petition referring to the use of motor cars by the people who had no motor cars, he said:—"I am afraid my books show some of the best people in the Colony have no motor cars. Then there are the tourists, the hotel people who are fond of motoring. I can't say that these people are of any virtue?"

"You contend that—because men or women who are not paragons of virtue happen to use a car in London or New York it is no reason why car proprietors should be made suffer, and the same applies to Hongkong or anywhere else?"

**A Strong Statement.**

"Just so. It would be just as iniquitous and unreasonable to deprive the good people of an accelerated means of conveyance simply because others of less repute had taken advantage of the facilities offered. The reason for this position is my 'thit' ordies are knocked down, because the Chinese do not place such a great value on the coolie. Recently some young Chinese of the best families have been indulging very much in motor cars and have run up very large accounts at the garages. Some of the young men have gone astray and the parents are endeavoring to take revenge out of the motor car proprietors. In one instance I am owed \$900 by a Chinese young man and his people don't like the idea of motoring the account. It is such cases as this from which the petition has emanated." The Government now proposes to put a tax of \$240 a year on every car and yet prohibit us from running the cars after midnight. It is after dinner that we really do our business. People like an after dinner run, or use the 'car' for theatre purposes. There is no more harm in a night motor car run than there is in a moonlight bunch picnic. The hotel visitors are fond of night runs. With the prohibition mentioned we cannot afford to pay the tax. In the swing of the season a car brings in about \$1000 and out of this \$800 goes in running the car. Then there is wear and tear and general depreciation."

**Furious Driving.**

"Do you dismiss your men for furious driving?"

"I do, and I am willing to assist the Government in convincing the public that it is inadmissible to drive furiously. I have been told that the late Mr. J. C. Clark, who cost \$85, has not been paid. Sometimes, in fact, it is ruined. The chauffeur has had to pull suddenly on account of some coolie probably as that is the result. You see that whereas motor car owners to see that their men do not drive at a high speed. Hongkong was probably one of the last places in the world to have motor cars and yet you find them in less less restricted to motoring. Some sixteen or seventeen years ago cars met with similar opposition in Europe as they are now in Hongkong, also in America. Some of the people who cried out against them then, think they could not live without them now."

"I think it is a great shame that any industry should suffer through the grievance of one or two families who have had difficulties with wayward sons!"

**No Licence.**

Wong Hing, the keeper of an eating house on the ground floor of 101 Queen's Road East, was charged at the Magistracy by Inspector Bullin with keeping a dairy without having the necessary licence. Mr. E. A. Irving said the defendant \$60.

**SANITARY BOARD.**

**Discussion on the Prevention of Plague.**

A meeting of the Sanitary Board was held yesterday afternoon, when the question of the prevention of plague was again gone into. Quite a long time was spent in discussing amendments to the Public Health and Buildings Ordinances, which it was proposed to make, and eventually the matter was left over to a select committee to draw up proposed amendments and submit them to the board.

Mr. E. D. G. Wolfe said that certain recommendations had been made by the Medical Officer of Health on May 6, and they dealt with sections 108, 118, 121, and 122. The amendment to the first section related to inserting and skirting and walls without bar coverings. The sub-committee that had been formed, consisting of the Director of Public Works, Lau Chia-pak and himself, had been at work and had tried to remove walls-andceilings in Staunton Street and Peel Street, but had found it impossible to do anything because there were many plaster walls. At the time when they were working, there was no plague, and it was thought that the operations were quite unnecessary.

**Not Finished Yet.**

They had not finished with the plague yet, as the present outbreak showed, and they would have to go on, but it seemed useless to attempt to go on unless the Board had power to deal with all buildings and all kinds of walls. For example, it would be useless to get rid of the ceilings if rats could still be harboured in the walls.

Dr. Clark said that all he was asking for was for power to deal with lath and plaster walls. If they dealt with existing walls they would have to deal with many parts of the city and the greater part of it would have to be pulled down and reconstructed. Existing hollow brick walls could be left untouched.

Mr. Chan Kui-ming said he had no objection to those plaster walls.

On the proposal of the president, the Board went into committee on the subject and it was decided to form a subcommittee to deal with the matter. The subcommittee was made up as follows: the President, Mr. Bowley, Dr. Clark, Ng Hon-tsz, and Chan Kui-ming.

**A Lengthy Minute.**

On this matter Chan Kui-min submitted a lengthy minute for the board's consideration. It was as follows:

(1) I think section 122 of the Public Health Ordinance gives me power to the Board to deal with ceilings without undue hardship being inflicted on the owners of property and tenants alike.

It is quite true that architects do not show ceilings on their plans, but this could easily be done if it was insisted upon by the Director of Public Works. Again, new buildings are regulated by the certificates to be issued before registration for section 201 of the Public Health Ordinance; so if an ceiling is found in them, the plan can be made to show it.

**Adequate Steps.**

(2) In the M.O.H.'s minute he stated that he would have no objection to advising the Board to permit the ceilings to remain in the large block of offices on the sea front and similar premises, as houses, etc., in the same locality, on the grounds that, in the former case, they are not used as dwellings, and in the latter adequate steps have been taken to exterminators. The question is: "What are adequate steps?" Do I understand from Mr. O. H. that hotels, restaurants, etc., are at liberty to retain ceilings and plaster walls if rat catchers are permanently employed to keep the buildings free of these pests? As regards this, I am convinced that rats have been found in them, irrespective of locality. It is absolutely necessary that ceilings and plaster walls should be taken down, the rule should apply to all classes of houses, outside the European Reservation and the Hill district.

**Too Vague.**

An amendment to section 108. The word "similar" is too vague. I think ninety-nine per cent. of the brick walls to thickness of fourteen inches and over are hollow in the centre. The suggested amendment is too drastic and I cannot recommend its adoption.

(3) Cocklofts. The suggestion of the M.O.H. if adopted, would nullify all permits issued by the Board previous to 1903, which is quite contrary to the spirit and wording of Section 268 of Public Health Ordinance, and I am strongly against this procedure. The Board should bear in mind that these cocklofts entailed much labour and expense to the poorer classes, and were at the time put up with the full assurance and approval of the Board. I see no objection to permits being obtained from B.A. for cocklofts, hereafter to be erected, but it is entirely against the spirit of section 268 to make Section 118 retrospective, which would be the effect of it, if the M.O.H.'s suggestion is adopted.

**The Effective Method.**

In conclusion, I am of opinion, as I said above, that section 122 as it stands at present, gives sufficient power to the Board to deal with ceilings, and the only effective and natural method of exterminating rats is for the Board to encourage the keeping of cats and give free distribution of bird-lime and other facilities to the public for the purpose. The wholesale destruction of ceilings and plaster walls in Chinese houses, exempting those in European premises and hotels, would only serve to create ill-feeling amongst the Chinese, when their co-operation is most needed.

**TRAGEDY ON A TRANS-PORT.**

A tragic affair is reported from the O.S.K. Konko Main, under charter to the War Department for the transportation of troops to Chosen. On the 9th inst. at 3.30 p.m. when the steamer was off Tangi Province, bound from Chosen to Aomori, Sugita Yuzuru and two other seamen got into a quarrel with Iwai-sub-Sakuramori, an engine-room hand, and cut or stabbed him severely in several places. When the Chief Engineer, Mr. Yamamoto Saburo, and others tried to secure the man, they resisted desperately, and badly wounded him and two others also. Eventually says the "Kobe Journal," the crew managed to secure the three men and locked them up in a cabin. The steamer called at Mihonosaki in Uzumino Province to report the affair to the Police and hand over the prisoners. The steamer is said to have arisen through Iwai being refused to join the others in a strike.

**THE LAI-CHI HARVEST.**

**Lucky Indo-China.**

"Our town is now under the dominion of the lat-ichi," says the "Vaire (Tuk) Yen," correspondent of "Le Courier d'Indochine." "This fruit, appreciated quite as much by Europeans as by natives, exists in abundance in the provinces of Phu-tho, whence it is sent in enormous quantities to the Fankin Delta, Annan, and Cochinchina. At the best, its price is \$0.08 per hundred, and just now all the trains and sailing-vessels are loaded with it. For ten kilometers, the road from Vietry, towards Hung Hoa, is planted on either side with countless lai-ichi trees, and for three cents several hundred of the fruit may be bought."

**FEELING THE SUN.**

The Singapore Free Press tells a good story of Sir H. H. Meux (late Lambton) in the days when he commanded the "Victoria and Albert." It was a broiling Sunday in August, and Captain Lambton read the service on the upper deck of the Royal yacht. He came to the Lord's Prayer, the man kneeling on the deck, with their caps off. In the very middle of the prayer, without a change of intonation or accent, he said to his men, "If anybody feels the sun, they may put their caps on."

**HONGKONG CATTLE.**

**Little Chance of Admission to Manila.**

"Hongkong Cattle Have Little Chance Here," is the heading (in very large type) of an interview published in the "Manila Times" of May 16, between a representative of that journal and the director of the Bureau of Agriculture for the Philippines. The latter—Mr. F. A. Taylor—is reported to have said:—"It is my opinion that the chances of this bureau ever admitting cattle from Hongkong for beef purposes is about six million to one. We have sent a letter to the government officials at Hongkong, asking them what assurances they can give us regarding healthy cattle from their part of the country, to which we have not as yet received a reply.

But the record of shipments of cattle from there is against the proposition, and we in the bureau feel that we cannot afford to take the risk. Cattle from there have had hoof and mouth disease and rinderpest. Hoof and mouth disease is bad, but not so pernicious as the other disease, the losses being only 3 per cent and at the most 5 per cent from the former, while rinderpest destroys nearly all the cattle affected."

"What about the proposition to have a commission appointed to adjudge the matter, Mr. Taylor?" asked the interviewer.

**A Careful Examination.**

"I have not heard anything officially of such a commission, and cannot say anything about it until I do, but I do say this: that this bureau sent Dr. Burnett and another veterinarian, both most experienced and excellent men, to Pnom Penh, to pass on cattle sent to Manila from that port, and they lost two shipments of diseased cattle slip through. They had every facility for watching the cattle."

"Every head was tied up in stalls and for ten days, these two careful and conscientious men watched them. Two shipments came here affected with hoof and mouth disease, and some with rinderpest. Now, do you wonder that we are anxious to take every precaution against cattle coming here in a diseased condition? We can only guard against it absolutely by keeping out all cattle from places known to be infected; and this we are going to."

"What about the beef supply for the people of the islands?" Mr. Taylor was asked.

**Hongkong Should Export Frozen Beef.**

"The quicker the importers of cattle make up their minds to drop that business and take measures to bring in frozen beef instead, the better for them," answered the director. "They must come to it, for in a short time we are going to prohibit cattle being brought in alive from anywhere. If some enterprising importer would take steps now at once to establish a plant at Hongkong and that to bring in frozen beef, the whole proposition would be solved. Hongkong is but a short distance away from Manila, and the beef would not have to be frozen solid. This is the solution to the whole thing as I have told Mr. Lichau, Mr. Lock and the other cattle importers."

"Mr. Taylor, there is a feeling among the importers here that, if this were done, the big Australian meat importers would make a strong fight to freeze out the importers of Hongkong meat."

"It is felt that the Australian concerns have a monopoly of the meat industry here now, and that they would make a strong fight to eliminate any competitor who entered the field against them. What is your opinion on that phase of the question?"

"Well, I cannot see that the importation of meat from Hongkong would have greater menace to the Australian meat concerns than the importation of cattle on the hoof, which were to be used for meat purposes. In either event the price of meat would be down, which I take it is the desideratum. I don't think that is much of an argument."

**THE LOAN AGREEMENT.**

**Russia and Japanese Must Play the Game.**

"Commenting on the Loan Agreement reported in our Telegram columns on May 20, the "North China Daily News" says,

"Divested of extraneous details, which will probably be subjected to modifications, the position to-day is that the Chinese Government will receive an immediate advance for pressing needs, it is understood of £1,200,000; but that certain broad issues still remain to be decided. The mere fact of the advance, however, is a promising sign. For the rest, there is reason to believe that the question of supervision over expenditure is becoming less important than that of the exact position of Russia and Japan in the group. If it be true, as there is too much ground for believing, that these Powers demand special recognition of their interests in Manchuria, Mongolia and elsewhere, and that their envoys are disposed to accord them that recognition, no outcome of the weary discussions could be more regretted. No arrangement would suggest in the remotest degree that Russia and Japan were shielding themselves behind the international group, and with the connivance of the Powers, for the pursuit of private ambitions inimical to China's rights, should be tolerated for a moment."

**Political Significance.**

A certain measure of political meaning is inseparable from the loan negotiations, because, in view of the large sums at stake and the peculiar circumstances of China, the acquiescence and assistance of the respective Governments concerned must be invoked. But the one point of supreme importance, for the ease of present negotiation, for the smooth working of the prospective agreement and for the ultimate interest and good fellowship of Chinese and foreigners together, is that the loan is first and foremost a matter of business.

The position might be summed up as follows: money is needed, and, from every standpoint, supervision of the spending of that money: but the foreigners' interest goes no farther than the restoration of order and security for trade; and the mere notion that the influence of the international group should be used, directly or indirectly, for the furtherance of private political ambitions is intolerable, not less to foreigners, who would suffer in common by the reaction, than to Chinese.

**Division of Parties.**

The greater emphasis has to be laid upon those considerations because of the division which begins to make itself felt between the two great parties of state. It is probable that in course of time the societies of the Tung-yi and the Tung-men-hui will assume much of the characteristics that are borne by rival parties in other countries. But the circumstances of the day prevent their being regarded in this manner. Even if the contention has not yet openly crystallized on such lines, the real struggle in China is still, precisely the same that it was under the Manchu dynasty; namely, Peking versus the provinces. That is the inner meaning of such intrinsically futile undertakings as the "Citizen's Contributions Fund."

**Former Mistakes must not be repeated.**

The disastrous results of foreign assistance to the Manchus, through Sheng Kang-pao, in the old days of this dispute, need no repetition. Once the revolution was actually begun, the lines of the combat quickly defined themselves: but the evidence of well-informed correspondents, ten or twelve months ago, showed that a marked proportion of the outcry raised against external construction of railways was prompted by the care of foreign ascendancy. To guard against repetition of that mistake, every care should be taken. The supremacy of the central authority is of infinitely more importance now than the true nature of Republicanism in China has disclosed itself even to sentimentalists, than it was in the days of the Empire.

**BUTTER. BUTTER.**

We are pleased to announce that the selling prices of our different BRANDS BUTTER at present are as follows:—

**REDUCTIONS**

"DAISY" BRAND 80 cents per lb.

"DAIRYMAID" 75 " "

"BUTTERCUP" 70 " "

PASTRY 65 " "

**GARNER QUELCH & CO. LTD.**  
WINE MERCHANTS.

**DES VOEUX ROAD.**  
TELEPHONE 636.

Supply the highest quality Wines, Spirits, Cigars and Cigarettes obtainable, consistent with price. All Wines and Spirits bottled in Europe by Shippers of world wide reputation.

Hongkong, 15th January, 1912.

**DON'T FORGET.**

To-day.

The Bijou Theatre, 9.15 p.m.

Friday, May 24.

Empire Day, Special Service for Children, St. John's Cathedral, 9 a.m.

Saturday, May 25.

Fourth Annual Ordinary Meeting, "Star" Ferry Co., Ltd., Messrs. Dodwell & Co.'s offices, 12.30 p.m.

Second Gymkhana Meeting, 3 p.m.

Monday, May 27.

Boy's Own Club Sports.

Tuesday, May 28.

China Bazaar Co. Meeting, 12.30 p.m.

TO BE RETAINED  
BY THE CHINESE DEALERS

NOTE our Price \$12.00 per dozen containing 4 dozen quarts or 6 dozen pints.

[70]

WHAT DO YOU KNOW ABOUT

**ISUAN?**

"TASTE IT"

THE MOST DELICIOUS NATURAL MINERAL WATER IN THE WORLD!

</div

## Shipping

## CANADIAN PACIFIC RAILWAY COMPANY'S.

ROYAL MAIL STEAMSHIP LINE.  
"EMPEROR LINE."

Sailings from Hongkong and Quebec.

"Monteagle" ... Satur. June 1 "E. of Britain" ... Fri. June 28.  
"E. of India" ... June 22 "Allan Line" ... July 19.  
"E. of Japan" ... July 13 "E. of Ireland" ... Aug. 9

All steamers leave Hongkong at 6 p.m.

To Vancouver, B.C., calling at Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama and Victoria, B.C.

Passengers booked to all the principal points in Canada, the United States and Europe, also around the world.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to:

D. W. Craddock, General Traffic Agent,  
Corner Pedder Street and Praya (Opposite Blake Pier).

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## INDO-CHINA STEAM NAVIGATION CO., LTD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION)

For STEAMSHIP: On  
TIENTSIN ..... CHEONGSHING ..... Sunday, 26th May, Daylight.  
SINGAPORE, PENANG } KUMSANG ..... Friday, 28th May, Noon.  
& CALCUTTA ..... LAISANG ..... Saturday, 29th May, Noon.  
KOBÉ & MOJI ..... LOONSANG ..... Saturday, 25th May, 2 p.m.  
MANILA ..... CHOYSANG ..... Saturday, 26th May, Daylight.  
MANILA ..... YUENSANG ..... Saturday, 1st June, 2 p.m.

RETURN TOURS TO JAPAN (Occupying 24 days).

The steamers "Kut-ang," "Naunus," and "Fookkang," leave about every 3 weeks for Shanghai and Japan returning via, Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified Surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, via Chingtao.

Taking cargo on through Bills of Lading to Kudat, Labat Datu, Simporna, Tawau, Uluhan, Jesselton and Labuan.

For Freight or Passage, apply to JARDINE, MATHESON &amp; CO., LTD.

General Managers.

Hongkong, 21st May, 1912.

## Shipping

## NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

Destination	Steamers	Sailing Dates
WARSILLES, LONDON & ANTWERP via SIROKAPOLE, PENANG, COLOMBO, SUZU & PORT SAID ...	MIYASAKI MARU, Capt. T. Murai, 9,000 KITANO MARU, Capt. F. E. Cope, T. 9,000	WEDNESDAY, 22nd May, at Daylight. WEDNESDAY, 5th June, at Daylight.
VICTORIA, B.C., & SEATTLE via SHANGHAI, MOJI, KOBÉ, YOKOHAMA, SHIMIZU & YOKOHAMA	INABA MARU, Capt. S. Tomina, T. 7,000 KAMAKURA MARU, Capt. K. Akane, T. 7,000	TUESDAY, 21st May, at 4 p.m. TUESDAY, 4th June, at 4 p.m.
SYDNEY & MELBOURNE, via MANILA, INLAND TOWNSHIP and BRISBANE	NIKKO MARU, Capt. Yagi, T. 6,000	FRIDAY, 7th June, at Noon.
KOBE & YOKOHAMA	HIRANO MARU, Capt. B. Fas, T. 9,000 TANGO MARU, Capt. B. Fas, T. 8,000 MIKE MARU, Capt. —, T. 4,000	WEDNESDAY, 22nd May, at 11 a.m. THURSDAY, 6th June. MONDAY, 20th May.
SHANGHAI MOJI & KOBE	COLOMBO MARU, Capt. —, T. 6,000	WEDNESDAY, 22nd May.
BOMBAY v. SINGAPORE & COLOMBO	WAKASA MARU, Capt. N. Niel, T. 7,000	WEDNESDAY, 5th June.
KAWACHI MARU, Capt. A. Chikudate, T. 7,000	KAWACHI MARU, Capt. A. Chikudate, T. 7,000	MONDAY, 27th May.
YOKOHAMA ...	YOKOHAMA MARU, Capt. M. Whicker, T. 6,000	WEDNESDAY, 6th June, at Noon. "INABA MARU" will connect at Kobe with new steamer—S.S. "YOKOHAMA MARU," which will sail from Kobe for Seattle on or about 1st June, calling at Keelung.

REDUCED SUMMER RATES BETWEEN HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 30th September, 1912

SPECIAL EXCURSION TICKETS (1st &amp; 2nd class) available for 3 months.

YOKOHAMA Return. KOBÉ Return. MOJI Return. NAGASAKI Return.  
1st class \$185 \$122 \$104 \$95  
2nd class \$81 \$75 \$66 \$57

With option of Rail or Steamer Calling ports in Japan.

For Further Information as to Freight, Sailing, etc., apply to T. KUSUMOTO, Manager.

## CALCUTTA LINE.

Cargo only.  
Fitted with new system of wireless telegraphy.  
Shanghai and Moji may be omitted without notice.

## 1912 PASSENGER SEASON, 1912

FOR EUROPE	Steamer	Tons.	Captain	From Hongkong	Date
	MIYASAKI MARU	9,000	T. Murai	May 22nd.	
	KITANO MARU	9,000	F. E. Cope	June 5th.	
	IYO MARU	7,000	R. Takada	June 19th	
					FOR SEATTLE.
	INABA MARU	7,000	S. Tomina	May 21st.	
	KAMAKURA MARU	7,000	K. Soota	June 4th.	
	TAMBA MARU	7,000	S. Wada	June 18th	

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailing, etc., apply at the Company's Local Branch Office in Prince's Building, First Floor, Chester Road.

5] T. KUSUMOTO, Manager.

## CHINA NAVIGATION CO., LTD.

## SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS.	To Sail.
HAIKHONG	"SINGAN" ... 23rd May 9 a.m.	4 P.M.
SHANGHAI	"CHINHUA" ... 23rd May 9 a.m.	4 P.M.
SHANGHAI	"ANHUI" ... 25th May	M'night.
WEIHAIWEI, & TIENTSIN	"KUEICHOW" ... 27th May	4 P.M.
MANILA, CEBU & ILOILO	"TEAN" ... 28th May	4 P.M.
SHANGHAI	"CHENAN" ... 30th May	4 P.M.
	"LINAN" ... 1st June	M'night.

DIRECT SAILING TO WEST RIVER. Twice Weekly.  
S.S. "LINTAN" and S.S. "SANUL"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Surgeon is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE.—Twin screw Steamers "Tsun" and "Taming," saloon accommodation amidships; electric fans fitted; extra state-rooms on deck, aft. Saloon accommodation of the "Kaifong" is situated on deck, aft.

SHANGHAI LINE.—FAST, SCHEDULE TWIN-SCREW STEAMERS (Avalon, Chenan, Linan, Okinawa)—with excellent passenger accommodation. Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before mid-night on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

Reduced Fares.—Single \$45. Return \$75.

For Freight or Passage apply to BUTTERFIELD &amp; SWIBERT.

Telephone No. 88. Received May 19, 1912.

## Shipping

## HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH Deutsche Dampfschiffahrts Gesellschaft "HANSA."

EAST ASIATIC SERVICE,  
Regular Sailings from JAPAN, CHINA and PHILIPPINES,  
via STRAITS and COLOMBO,

to Marselles, Havre, Bremen and Hamburg and New York.

Taking cargo at through rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Genoa, and other Mediterranean Levantine, Bosphorus and Black Sea and Asia, and all North and South American Ports.

Next Sailings from Hongkong :  
OUTWARD.

HOMEWARD.

For Shanghai, Kobe &amp; Yokohama :

S.S. ABCADIA ..... 29th May.

For Marselles, Havre &amp; Hamburg :

S.S. ETHIONIA ..... 1st June.

For Havre, Bremen &amp; Hamburg :

S.S. SCANDIA ..... 5th June.

For Marselles, Hamburg &amp; Antwerp :

S.S. ANDALUSIA ..... 13th June.

For Rotterdam, Hamburg &amp; Antwerp :

S.S. BAYERN ..... 18th June.

For Further Particulars, apply to

Hamburg-Amerika Line,  
Hongkong Office.

## LOG BOOK.

British Fleet in the East.—A German's Views.

Discussing England's position in the Far East in the light of recent events, and with special reference to the criticism of the Anglo-Japanese Alliance in Japan, a German naval officer, Admiral Z. D. Breusing, writes in a German contemporary that considerable strengthening of the British Fleet in East Asia appears to be urgently necessary. A squadron of not too old ships of the line and some Dreadnoughts would not be too much if Britain is to assure her influence and retain her hold on her ally. He goes on to suggest that as the interests of England and Germany run parallel, as opposed to those of Japan and Russia, common action might be taken by the two former Powers for the maintenance of the open door in China, in which order had been restored. Admiral Breusing adds, however, that the present English movement is hardly likely to adopt such a course, and says that if it ever came about, Germany would owe the result entirely to her sturdy, well-considered naval policy.

The "Big-ship Folly."

Part of the "big-ship folly" of those days lies, says the "Pall Mall Gazette," in the disproportion between the increase in size and the much more appalling increase in cost. The Germanic and Britannic, built for the White Star line in 1875, only cost \$200,000 each. They were 15-knot vessels, and the estimated cost of a 20-knot liner fourteen years later was just double the above sum. This again was nearly doubled after another ten years, when the second Oceanic was built. Her actual figure was \$700,000, yet the first Oceanic was sold for \$8,000! The cost of a twenty-five knot vessel would, according to the Mercantile Cruiser Committee of 1902 be at least five times the cost of one of 15 knots!

Japanese Ships in Chinese Waters.

According to the latest reports, there are 23 Japanese warships in Chinese waters. Nine are on the River Yangtze, six in South China, and eight, including the armoured cruisers Iwate and Tokiwa, in North China. Japanese Steamers must be fitted with wireless.

All Japanese steamers engaged in ocean trade and without wireless installations, such as the N. Y. K. European liners, will be compelled to be fitted with wireless before the end of this year.

"IDEAL CITY" FOR JAPAN.

The Tokyo Asahi, reports that Mr. Magoshi and other Tokyo financiers have under contemplation a scheme for forming a company with a capital of five million yen, of which two million yen is to be paid up, for the erection of a garden city. The proposal is to buy about 1,000,000 chobu of land at a place about five miles from a railway station to the east of Kodzu, and to erect thereon an ideal city. An electric line will be laid to the nearest railway station, to enable residents to get to Tokyo within an hour. The city is to be provided with fine roads, drainage, schools, hospitals, gardens, clubs, telephones, electric light, waterworks and all modern accessories to make life comfortable. The Company expects to derive a profit from the sale of land and rents.

According to the "Catholic Directory" for 1912, there are 15,015,609 Roman Catholics in the United States. As the inhabitants of the entire country number this year about 95,000,000, the Catholic population seems to be from three to four per cent of the whole.

## Shipping

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IN CONJUNCTION WITH Deutsche Dampfschiffahrts Gesellschaft "HANSA."

EAST ASIATIC SERVICE,

Regular Sailings from JAPAN, CHINA and PHILIPPINES,

via STRAITS and COLOMBO,

to Marselles, Havre, Bremen and Hamburg and New York.

Taking cargo at through rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Genoa, and other Mediterranean Levantine, Bosphorus and Black Sea and Asia, and all North and South American Ports.

Next Sailings from Hongkong :

OUTWARD.

HOMEWARD.

For Shanghai, Kobe &amp; Yokohama :

S.S. ABCADIA ..... 29th May.

For Marselles, Havre &amp; Hamburg :

S.S. ETHIONIA ..... 1st June.

For Havre, Bremen &amp; Hamburg :

S.S. SCANDIA ..... 5th June.

For Marselles, Hamburg &amp; Antwerp :

S.S. ANDALUSIA ..... 13th June.

For Rotterdam, Hamburg &amp; Antwerp :

S.S.

## VESSELS TAKING CARGO.

## European Ports.

Destination.	Vessel's Name.	For Freight	To be Apply To	Dispatched.
London and Antwerp	Doublighesiro	J. M. & Co.	15 June	
do do	Glenstroo	S. T. & Co.	31 May, about	
Marseilles, Hamburg and Antwerp	Andalucia	H. A. L.	13 June	
Marseilles, Havre and Hamburg	Sithonia	H. A. L.	30 May	
Havre, Bremen and Hamburg	Scandinavia	H. A. L.	7 June	
Rotterdam, Hamburg & Antwerp	Arcadia	H. A. L.	31 May	
Marseilles, &c., via Suez Canal	Kitano Maru	N. Y. K.	5 June, daylight	
Trieste via Singapore, &c.	E. F. Ferdinand	S. W. & Co.	1 June	
Odessa	Ekaterinostrovo	M. & Co.	25 May about	

## New York, San Francisco and Canada.

Boston and New York via Suez	Walton Hall	S. T. & Co.	6 June, about
New York	Munster Castle	D. & Co.	25 May
San Francisco via Shanghai and Japan	Chiyo Maru	T. K. K.	23 July
do do	Porsia	P. M. Co.	11 June, 1 p.m.
Seattle via Nagasaki, Kobe and Yokohama	Minnesota	N. Y. K.	5 August
San Francisco via Shanghai & Japan &c.	Nippon Maru	T. K. K.	28 May
do do do	Tonyo Maru	T. K. K.	4 June
do do do	Shinjo Maru	T. K. K.	25 June
Mexico, Peru, Chile via Japan	Ukong Maru	T. K. K.	7 June, Noon
do do do	Kiyo Maru	T. K. K.	6 August
do do do	Buyo Maru	T. K. K.	4 October
Victoria & Tacoma via Shanghai & Japan	Mexico Maru	O. S. K.	28 May
do do do	Canada Maru	O. K. S.	26 June
Victoria and Seattle via Shanghai and Japan	Kanakura Maru	N. Y. K.	4 June
Victoria, and Tacoma via Japan	Caieng Maru	O. S. K.	13 June
Vancouver via Shanghai, Japan &c.	Tacoma Maru	O. S. K.	11 July 1 p.m.
Vancouver, Seattle and Portland	Montenegro	C. P. R. Co.	1 June
	Empress of India	C. P. R. Co.	22 June
	Oceano	Bank Line	27 June

## Australia.

Australian Ports via Manila	Nikko Maru	N. Y. K.	7 June
do do	Kumano Maru	N. Y. K.	5 July
Australian Ports via Timor	Eastern	G. L. & Co.	25 May

## Singapore, Coast Ports and Japan.

Singapore, Ponang and Rangoon	Fazilka	J. M. & Co.	28 May
Singapore, Colombo and Bombay	Kawachi Maru	N. Y. K.	27 May
do do do	Bombay Maru	N. Y. K.	10 June
Java, etc.	Tjimnacock	J. C. J. L.	F. half May
do	Tjimnalu	J. C. J. L.	S. half May
Japan	Tjiliwong	J. C. J. L.	S. half June
do	Tjitarom	J. C. J. L.	F. half June
Nagasaki, Kobe and Yokohama	Kumano Maru	N. Y. K.	5 June
Kobe and Yokohama	Hirano Maru	N. N. K.	23 May
do	P. Sigismund	N. L.	28 May
Yokohama and Kobe	Tango Maru	N. Y. K.	6 June
Weihaiwei and Tientsin	Muttra	J. M. & Co.	1 June
Tientsin	Kweichow	B. & S.	27 May
do	Cheong-shing	J. M. & Co.	23 May, Noon
do	Loong-sang	J. M. & Co.	25 May
Shanghai, Moji and Kobe	Wakusa Maru	N. Y. K.	5 June
Shanghai, Kobe and Yokohama	Monmouthshire	J. M. & Co.	1 June
do	Alesia	H. A. L.	23 May
do	Segovia	H. A. L.	4 June
do	Persia	S. W. & Co.	30 May
do	Silesia	H. A. L.	20 June
Shanghai	Furst Bulow	H. A. L.	20 June
do	Tjiboo-as	J. C. J. L.	1 half June
do	Tjikini	J. C. J. L.	S. half May
do	China	S. W. & Co.	4 June
do	Tangzehing	J. M. & Co.	27 May
do	Tjilatjap	J. C. J. L.	F. half July
do	Qinhuas	B. & S.	23 May
do	Anhui	B. & S.	25 May
do	Delta	P. & O.	24 May

## MOVEMENTS OF STEAMERS.

## AMERICAN MAIL.

The P. M. S. S. Co.'s.s.s. Persimmon left from San Francisco on May 4th for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at this port on June 1st.

## CANADIAN MAIL.

The C. P. R. Co.'s.s.s. Montenegro arrived at Kobe on Sunday, the 11th inst., at 6 a.m., and left again at 4:30 p.m., same day for Shanghai, where she is due to arrive on Wednesday, the 22nd inst., at 8:00 p.m.

## AUSTRALIAN MAIL.

The E. and A. s.s. Empire left Sydney on May 8th for this port via Queensland ports, Port Darwin and Manila.

The E. & A. s.s. Alderman left Sydney on the 11th inst., for Hongkong via Queensland ports, Port Darwin and Manila.

## GERMAN MAIL.

The I. G. M. s.s. Derrfingher carrying the German Mail, with dates from Berlin of the 1st inst., left Colombo on Saturday, the 18th inst., at 1 p.m., and may be expected here on or about Wednesday, the 22nd inst.

The I. G. M. s.s. Prinz Ludwig which left here on Wednesday, the 15th inst., at noon, arrived at Singapore on Monday, the 20th inst., at 7 a.m.

The Imperial German Mail s.s. Prinz Sigismund left Sydney on the 4th inst. at 11 a.m., and may be expected here on or about Monday, the 27th of May.

## ENGLISH MAIL.

The P. & O. S. N. Co.'s.s.s. Delta left Singapore for this port on the 18th inst., at 4:30 p.m., with the outward English Mail, and is due here on the 23rd inst., at about 6 a.m. This packet brings Parcel Mails closed in London for despatch by the all sea route, on the 17th April and for despatch overland on the 3rd April.

## MERCHANT STEAMERS.

The T. K. F. s.s. Tenyo Maru sailed from Yokohama for Hongkong on the 12th inst., and leaves for Singapore Penang and Calcutta, on the 26th inst.

The I. O. S. N. Co.'s.s.s. Lotosang, from Singapore, is due at Hongkong on the 20th inst., and leaves for Japan on the 26th inst.

The I. O. S. N. Co.'s.s.s. Lotosang, from Chelao, is due at Hongkong on the 22nd inst., and leaves for Shanghai on the 26th inst.

The T. K. K. s.s. Doyo Maru sailed from Honololi for South America via Mexico, on the 10th inst.

The Ben Line, s.s. Brerig from Middleboro, Leith and London, left Singapore on the 17th inst., for Hongkong.

The American Oriental Line, s.s. Afghan Prince, from New York having left Colombo on the 13th inst., is expected here on or about Monday, the 27th inst.

The P. & O. S. N. Co.'s.s.s. Poona is expected to arrive at Penang on the 4th prox., at noon.

The P. & O. S. N. Co.'s.s.s. Simla is expected to arrive at Penang on the 22nd inst., at 5 a.m.

The P. M. S. S. Co.'s.s.s. China which sailed from here on April 23 arrived at San Francisco on the 20th inst.

The H. A. L. s.s. Arcadia left Hawick on the 20th inst., a.m., and may be expected here on or about the 25th inst., a.m.

The H. A. L. s.s. Glomyne passed the Suez Canal on the 10th inst., and is due here on or about 3rd prox.

The H. A. L. s.s. Appear from Calcutta left Singapore yesterday morning and may be expected here on or about the 27th inst.

The C. P. R. Co.'s.s.s. Empress of Japan left Yokohama for Victoria and Vancouver, B.C. on the 21st inst., at noon.

The I. O. S. N. Co.'s.s.s. Mausang, from Sandakan, is due at Hongkong on the 26th inst., and leaves for Sandakan on the 4th prox.

The silk ex. C. P. R. Co.'s.s.s. Empress of India which left here on the 26th ult., arrived at New York on the 17th inst.

## PASSENGERS.

## Outward.

Per P. and O. steamer Morea, connecting with the steamer Delta at Colombo. From London, April 19.—To Shanghai: Mrs. Henderson, Mr. J. Bradley. To Hongkong: Miss C. H. Barrow. To Singapore: Mr. E. A. Gibson, Mr. H. C. H. Lane, Mr. W. J. Parsons, Mr. A. P. Handman, Mr. F. F. N. Hart, Mr. R. F. Price, Mr. S. W. Barron. To Penang: Mrs. and Master Jarvis, Mr. F. C. Meyrick, Mr. T. S. Wilkinson, Mr. J. Nicholls, Mr. J. B. Farquharson, Mr. P. S. Castle. From Marseilles, April 26.—To Shanghai: Mr. E. Fuller. To Hongkong: Mr. H. Sutton, Mr. G. H. Hardson, Mr. C. H. D. Hart, Mr. J. Bradbury. To Bangkok: Miss May. To Singapore: Mr. J. A. Matthysen.

To Hongkong: Mr. C. Pemberton.

From Marseilles June 7.—To Penang: Mr. J. E. Nathan.

Per N.I.L. steamer Dorflinger. From Bremen April 17.—To Shanghai: Mr. J. Hesklotz.

To Singapore: Mr. F. Moebius,

Mr. R. Eschenbronner.

From Rotterdam April 18. To Sourabaya: Mr. and Mrs. J. A. Matthysen.

To Singapore: Mr. J. A. Hoefelmann.

From Southampton April 23.—To Shanghai: Miss A. H. Battinson.

To Hongkong: Mr. C. E. Chase.

To Bangkok: Nai Prawate.

To Jesselton: Captain and Mrs. H. S. Bond and child.

To Penang: Mr. H. Hodson and children.

From Genoa May 2.—To Yokohama: Mr. R. Hager.

To Manila: Mr. A. and Miss E. Auer, Mr. E. Hormuth.

To Batavia: Mrs. Bernard, Dr.

and Mrs. A. Sprorch and child, Mr. F. M. van den Thoorn.

To Singapore: Mr. M. Eisenring, Dr. A. Grant, Miss A. Siemers, Mr. H. J. Derkeen, Dr. and Mrs. J. B. Deuss, Mr. and Mrs. Westendorp.

To Hongkong: Miss Smythe.

To Bangkok: Miss A. G. Cartwheel.

From Naples May 3.—To Hankow: Rev. P. H. Schille, Rev. P. D. Kaspers.

To Hongkong: Miss M. Jung-haus.

From Colombo.—To Singapore: Mr. J. O. Anthonisz.

## SHIPPING NEWS.

## ARRIVED.

Rajaburi, Br. s.s., 1,904, K. Bargholz, Slat May—Bangkok via Sattavat 14th May, Gen. —B. & S.

Dadlin Mat, Jan. s.s., 876, D. Fuglsgaard, 23rd May—Sattavat 31st May, Gen.—O. S. K.

Quinta, Ger. s.s., 900, F. Schleisinger, 22nd May—Bangkok 15th May, Bia.

Kinghorn, Mr. and Sparge, H. S. & Co.

Krat, Mr. & Mrs. Allan H. Stewart, Capt.

Tungabing, Br. s.s., 1,178, L. Traussey, W. D. and children.

Wuhu and Chinkiang 17th May, Gen.—J. M. & Co.

Lor, Juan, Taylor, H. H. and children.

Oronto, Br. s.s., 4,105, Flud

## FAR EASTERN NAVAL SQUADRONS.

## BRITISH.

Name	Class	Tons	Guns	I.H.P.	Commander	Reported at
Alderney	Despatch-boat	1,700	4	2,000	Comdr. A. Lowndes	Hongkong
Astrea	2nd-class cruiser	4,300	10	7,000	Captain E. B. Kiddie	Shanghai
Atlas	Admiralty tug	615	—	1,400	—	Hongkong
Bramble	Gunboat	710	—	900	Com. B. G. Washington	Kiu-kuang
Bromart	Gunboat	710	—	900	Lt.-Com. J. M. Barker	Hankow
Cadmus	British sloop	1,070	—	1,400	Capt. H. Lynes	Hankow
Cambrian	2nd class cruiser	4,380	10	7,000	Capt. J. E. Drummond	Hongkong
Cherub	Water tank and tug	300	—	340	Master W. Smith	Hongkong
Olio	British sloop	1,070	—	1,400	Comdr. H. R. Vane	Canton
Fawn	Torpedo-boat destroyer	340	6	5,700	Lt.-Com. H. S. Monroe	Hongkong
Flora	2nd class cruiser	4,350	10	7,000	Capt. G. F. Corbett M.V.O.	Shanghai
Handy	Torpedo-boat destroyer	295	6	4,000	Lt.-Com. R. T. Roseman	West River
Janus	Torpedo-boat destroyer	320	6	3,900	Lt.-Comdr. Maxwell	Hongkong
Keat	Armoured cruiser	9,800	14	22,000	Capt. Allen T. Hunt	Ching-wantao
Kinsha	River gunboat	616	—	1,200	Lt.-Com. H. Marryatt	Hankow
Martin	Surveying ship	1,070	6	1,400	Capt. F. C. C. Pasco	Hongkong
Minotaur	Armoured cruiser	14,000	—	27,000	Capt. G. O. Cayley	Hongkong
Monmouth	Armoured cruiser	9,800	—	22,000	Capt. L. E. Power, M.V.O.	Hongkong
Mooreham	River gunboat	180	2	800	Lt.-Comdr. G. P. Leith	West River
Newcastle	2nd class cruiser	4,800	—	22,000	Capt. G. P. E. Hunt D.S.O.	Hongkong
Nightingale	River gunboat	85	—	240	Lt.-Comdr. M. Murray	Yangtze
Otter	Torpedo-boat	385	6	6,300	Comdr. Lambe	Hongkong
Pogson	Protected cruiser	2,135	—	5,000	Comdr. F. H. Mitchell	Yangtze
Prometheus	3rd class cruiser	2,135	—	5,000	Comdr. P. H. Warleigh	Hongkong
Ribble	T.B.D.	500	6	7,500	Lt.-Com. E. J. G. Mackinnon	Hongkong
Robin	River gunboat	85	2	240	Lt.-Comdr. J. S. Tyndall	West River
Rosario	Depot-ship for Submarines	980	—	1,400	Lt.-Comdr. N. E. Archdale	Hongkong
Sandpiper	River gunboat	85	2	240	Lt.-Com. E. J. J. Touthby	Hongkong
Sipo	River gunboat	85	2	240	Lt.-Com. Maurice Leslie	Yangtze
Taku	Torpedo boat destroyer	305	—	6,000	Lt.-Comdr. Brickenden	Hongkong
Tamar	Receiving ship	4,050	6	—	Comdr. Eyre	Hongkong
Ten	River gunboat	180	2	800	Com. Hon. Guy Stodford	Chungkiang
Thistleg	Gunboat	710	—	900	Lt.-Com. M. Baillie Hamilton	Hankow
Usk	T.B.D.	590	—	7,500	Lt.-Comdr. B. W. Bluet	Shanghai
Virago	Torpedo-boat destroyer	390	6	6,300	Lt.-Com. H. D. Adair-Hall	Swatow
Waterwitch	Surveying ship	826	—	450	Lt.-Com. R. L. Hancock	Hongkong
Wolland	T.B.D.	590	—	57,00	Lt.-Com. E. T. Chambers	Shanghai
Whiting	Torpedo-boat destroyer	380	5	5,900	Lt.-Com. G. B. Hartford	Hongkong
Widgeon	Gunboat	195	2	800	Comdr. M. H. Wilding	Kiating
Woolcock	Gunboat	150	2	550	Lt.-Com. M. B. Blackwood	Yangtze
Woolcock	Gunboat	150	2	550	Lt.-Comdr. G. F. Mulock	Hankow
Flagship of Admiral Sir A. L. Winslow, K.C.B., O.V.O., C.M.G.						
Submarines:						
No. 36	Lieut.-Comdr. Godfrey Herbert					
No. 37	Lieut.-Comdr. A. A. L. Fenner					
No. 38	Lieut.-Comdr. J. R. A. Codrington					
T.B. 035	Lieut.-Comdr. Woodward,					
T.B. 036	Lieut.-Comdr. Davies,					
T.B. 037	Lieut.-Comdr. Nicol,					
T.B. 038	Lieut.-Comdr. Seymour,					
AMERICAN.						
A-2	Submarine	—	—	—	Ensign J. McC. Murray	Olongapo
A-4		—	—	—	Lieut. E. D. McWhorter	
A-6		—	—	—	Ensign J. O. Van der Corff	
A-7		—	—	—	Ensign C. M. Yates	
Albany	Protected cruiser	3,430	10	7,500	Commander M. L. Bristol	Yangtze River
Bainbridge	Torpedo-boat des.	420	7	8,000	Lieut. C. S. Graves	
Barry	Torpedo-boat des.	420	7	8,000	Lieut. R. Hill	
Callao	Gunboat	243	8	250	Lieut. S. W. Cake	Canton
Chauncey	Torpedo-boat destroyer	420	7	8,000	Lieut. F. J. Fletcher	Yangtze River
Cincinnati	Protected cruiser	3,183	11	10,000	Com. S. S. Robinson	Shanghai
Dalo	Torpedo-boat destroyer	420	7	8,000	Ensign J. L. Oswald	Olongapo
Decatur	Torpedo-boat destroyer	420	7	8,000	Lieut. B. H. Green	Yangtze River
Eleano	Gunboat	620	4	600	Lt. Com. V. S. Houston	
Helena	Gunboat	1,392	8	1,938	Com. R. H. Jackson	
Mohican	Tender-submarine	1,900	6	1,10	Chief Gun. J. Mitchell	
Monadnock	Monitor	3,000	6	3,900	Lieut. E. P. Svarz	
Monterey	Monitor	4,084	4	5,244	Com. H. A. Wiley	
Pampanga	Gunboat	243	8	250	Lieut. C. A. Woodruff	
Piscataqua	Gunboat	—	—	—		
Pompey	Sea-going tug	854	2	1,000	Lieut. S. W. Wallace	Hongkong
Qairros	Repair ship	3,085	—	—	Lieut. R. V. Lowe	Shanghai
Rainbow	Gunboat	350	2	208	Lieut. J. W. Schoenfeld	Yangtze River
Samar	Cruiser	4,300	14	1,800	Lieut. Comdr. A. N. Mitchell	Cruising
Saratoga	Gunboat	243	8	250	Lieut. E. D. Washburn, Jr.	Iceland
Villalobos	Armored cruiser	8,115	14	17,401	Commander H. A. Bispham	Wuchang
Wilmington	Gunboat	370	8	200	Ensign H. A. McClure	Yangtze River
Wompatuck	Tug	462	—	650	Commander W. A. Edgar	Hongkong
Flagship of Rear Admiral Reginald F. Nicholson, Commander China Squadron.						
Flagship of Rear Admiral Joseph B. Murdock, Commander-in-Chief, U. S. Asiatic Fleet						
VESSELS TEMPORARILY ON ASIATIC STATION.						
Buffalo	Transport	8,000	6	3,600	Comdr. C. M. Stone	Swatow
Colorado	Armored cruiser	13,680	18	23,000	Capt. W. A. Gill	Olongapo
California	Armored cruiser	13,680	18	23,000	Capt. A. S. Halstead	Olongapo
West Virginia	"	13,680	18	23,000		Olongapo
Flagship of Rear Admiral W. H. H. Southerland						
GERMAN.						
Fudens	Cruiser	3,600	22	13,500	Capt. v. Restorff	Tingtau
Gneisenau	Armored cruiser	11,000	36	20,000	Captain v. Ussher	Tsingtau
Illes	Gunboat	900	12	1,300	Comdr. v. Gohren	Shanghai
Jaguar	Gunboat	900	12	1,300	Comdr. Varselow	Tsingtau
Leipzig	Cruiser	3,250	24	11,000	Capt. Behncke	Tsingtau
Luchs	Gunboat	900	10	1,350	Comdr. Bondeemann	Tsingtau
Nurnburg	Cruiser	3,400	22	13,200	Capt. Morsberger	Tingtau
Otter	River gunboat	11,000	36	20,000	Capt. Lieut. Jantzen	Yangtze
Scharnhorst	Flagship	400	8	6,000	Capt. R. Koenig	Shanghai
S. 90	Torpedo-boat	280	4	6,000	Capt. Lt. Berenberg	
Taku	Torpedo-boat	900	10	1,350	Obit. z. S. Claassen	
Tiger	Gunboat	223	4	1,300	Comdr. Luppo	
Tsingtau	River gunboat	233	4	1,300	Capt. Lt. Frhr. Fricke	
Vaterland	River gunboat	—	—	—	Obit. z. S. Prinz	
Fopleix	Armored cruiser	10,014	30	20,000	—	
Kleber	1st Class cruiser	9,700	12	10,000	—	
Decidess	Gunboat	945	10	1,000	Lieut. de Linares	Hongkong
Argus	River gunboat	180	6	570	Lieut. d'Estienne	
Vigilante	Gunboat	123	7	500	Lieut. Biscell	
Petio	Gunboat	130	—	—	Lieut. Puoch	
Esturgeon	Submarine	—	—	—	Lieut. Combet	
Lynx	Submarine	—	—	—	Lieut. Maury	
Perle	Submarine	500	—	—	Lieut. Morris	
Proteo	Submarine	—	—	—	Lieut. Seriot	
Slyx	Armored gunboat	1,798	10	1,700	—	
Fronde	Destroyer	350	7	303	—	
d'Iberville	Destroyer	—	—	—	—	
Takou	Destroyer	250	9	300	Comdr. Mortenol	
Pistole	Destroyer	130	7	300	Lt. do le Lt. Kerasderson	
Monquet	Destroyer	307	6	300	Capt. St. Jacques	
Vauban	Torpedo-depot	—	—	—	Lieut. Bihel	
Veteran	Torpedo-depot	—	—	—	Com. Reg. it de Touche	
Manche	Surveying-ship	1,825	10	9,000	Com. Reg. it de Touche	
Flagship of Rear-Admiral Colloch de Kerillis, Commander-in-Chief, the French China Station.						
Flagship of Commodore Boucicaut, Commanding the local defence, Indo-China.						
PORTEGUESE.						
Macaco	Gunboat	—	—	—	Capt. Martins	

## COMMERCIAL

The Manufacturers Life Insurance Company.

The following is the twenty-fifth annual report of the above Company:

The Directors have pleasure in submitting to the Policy-holders and Share-holders their Twenty-fifth Annual Report, together with the Annual Financial Statement to December 31, 1911, duly audited.

**Insurance.**—During the year, the Insurance issued and revived amounted to £2,571,237 10s. 2d. Of this, £1,789,377 18s. 7d. was issued in Canada, the largest Home business in the history of the Company, and an increase of £104,377 18s. 7d. over 1910. The insurance in force on December 31, 1911 was £13,502,550 17s. 10d., again of £1,063,376 5s. 10d. for the year.

**Income.**—The Net Premium Income was £277,756 16s. Od., an increase over 1910 of £29,497 8s. 7d., while the Total Income amounted to £971,388 1s. 1d., a gain of £46,097 5s. 2d.

**Payouts to Policy-holders and Beneficiaries.**—These payments amounted to £262,981 7s. 7d., being an increase over 1910 of £80,121 2s. 9d. The Death Claims for the year were very favourable.

**Assets.**—The Assets at the end of the year were £3,000,312 4s. 11d., an increase of £328,817 7s. 6d.

**Reserve and Surplus.**—The Reserves for the Protection of Policy-holders amounted to £2,17,509 9s. 1d. After making a special reserve of £11,732 3s. 10s. for dividends payable to Policy-holders in 1912, the surplus, exclusive of the Share-holders' Fund, amounted, at the close of the year, to £228,435 1s. 2d. The deduction from reserves, amounting to £11,715 10s. 0d., allowable under the new Insurance Act for policies four years and under in force, was not taken into account in determining the amount of the surplus.

**Head Office Building.**—The Company's building on the corner of King and Yungo Sts. was sold in December for £161,383 11s. 2d., yielding a handsome profit. The Company retain their present offices for two years.

**Death of Dr. Ross.**—The Directors have to record with deepest sorrow the great loss sustained in the death of Dr. James F. W. Ross, the First Vice-President and Chief Medical Referee of the Company, and of its founders.

The Directors desire to express their appreciation of the efficient manner in which the Officers and Office Staff have performed their respective duties, and of the splendid results accomplished by the Agency Force, as indicated by the largest amount of business written and gain in insurance in force in the history of the Company.

All of which is respectfully submitted.

G. W. Ross,  
President.

Toronto, Canada, January 30th, 1912.

## Cash Account.

	Income.	Expenditure.
1911	£ s. d.	£ s. d.
Premiums	78,188 7.11	
Renewal Premiums	446,961 13.10	
Annuities and Single Premiums	3,800 14.3	
Total Premiums (less reinsurance)	627,756 16.0	
Interest, Rent, etc.	113,681 5.1	
Total	£671,888 1.1	

	Income.	Expenditure.
1911	£ s. d.	£ s. d.
Death Claims	112,735 1.7	
Matured Endowments, Investment Policies, and Annuities	80,930 8.2	
Surrenders	46,154 3.7	
Dividends	28,161 12.8	
Total Payments to Bondholders and Policy-holders	£623,881 7.7	

Commission, Agents' Salaries and Travelling Expenses.

Office Salaries and Directors' Remuneration.

Medical Fees.

General Expenses.

Office Rent and Office Furniture.

Taxes.

Dividends to Share-holders.

Income of Incurred over Expenditure.

Total £671,888.1.1

## To-day's Advertisement

## HONGKONG GYMKHANA CLUB.

THE SECOND MEETING of the Season will be held at Happy Valley on SATURDAY, the 26th May, 1912, commencing at 2 p.m. The Charge of Admission will be £1 for others than Members of the Hongkong Jockey Club or Gymkhana Club. Soldiers and Sailors in uniform Half Price.

The Committee invite the Ladies of Hongkong to be present.

At the conclusion of the racing the two well-known reunions "BIRLINGHAM" and "AUGUSTOON" will be held by public auction.

REGINALD F. C. MASTER, Hon. Secy. & Treasurer, Hongkong, 22nd May, 1912. [382]

## Consignee.

## NIPPON YUSEN KAISHA.

## NOTICE TO CONSIGNEES.

FROM EUROPE, COLOMBO AND STRAITS.

THE Company's Steamship

"HIRANO MARU."

Loving arrived from the above ports. Consignees of cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional goods will be carried on unless instructions are given to the contrary before Noon, to-day.

Goods not cleared by the 27th May, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA,

Agents.

Hongkong, 20th May, 1912.

NORDDEUTSCHER LLOYD, BREMEN.

## IMPERIAL GERMAN MAIL LINE.

## NOTICE TO CONSIGNEES.

THE Steamship

"GOEBEN."

Loving arrived. Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional cargo will be forwarded on unless intimation is received from the Consignees before Noon TO-DAY, requesting it to be landed here.

No claim will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 22nd of May, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd of May, at 9.30 a.m.

All claim must reach us before the 23rd of May, 1912, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD, MELEBERS & CO., General Agents.

Hongkong, 1st May, 1912. [7]

INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

FROM CALCUTTA, KOBE AND PENANG.

THE Company's Steamship

"LAISANG."

Having arrived from the above Ports, Consignees of cargo by land are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 p.m., the 2nd inst., will be landed at Consignee's risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & CO., LTD., General Managers.

Hongkong, 20th May, 1912. [8]

## WING KEE &amp; CO.

47-49, Connaught Rd.

SHIPHANDLERS,

PROVISION & COAL MERCHANTS

Hongkong, 21st May, 1912. [8]

## Banks

## INTERNATIONAL BANKING CORPORATION.

Depository of the U.S. Government in the Philipine Islands and the Republic of Panama.

Head Office—60 Wall Street, New York.

London Office—10, Bishopsgate, E.C.

BRANCHES:

Home, Manila, Mexico, Panama, Uruguay, San Francisco, Shanghai, Yokohama.

Capital and Reserve £100,000.

PAID-UP CAPITAL £100,000.

RESERVE FUND £100,000.

REVENUE LIABILITY OF PROPRIETORS £100,000.

COURT OF DIRECTORS:

E. Shellman, Esq.—Chairman.

F. H. Armstrong, Esq.—Deputy Chairman.

Andrew Forbes, Esq.

G. F. Fielden, Esq.

W. L. Patterson, Esq.

O. S. Gibbons, Esq.

G. R. Laurens, Esq.

F. Lieb, Esq.

CHIEF MANAGER:

Hongkong—N. J. STABB.

Acting Manager, SHANGHAI—A. G. STEPHEN.

LONDON BANKERS—LONDON COUNTY AND WESTMINSTER BANK LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Accounts at the rate of 3 per Cent.

On Current Accounts at the rate of 3 per Cent.

ON FIXED DEPOSITS:

For 6 months, 3½ per Cent. per Annum.

For 12 months, 4 per Cent. per Annum.

N. J. STABB, Chief Manager.

GEOFFREY HOOG, Manager.

9, Queen's Road, Hongkong.

Hongkong, 22nd March, 1912. [19]

## Banks

## HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL £100,000.

RESERVE FUND £100,000.

SHILLINGS, £100,000.

REVENUE LIABILITY OF PROPRIETORS £100,000.

COURT OF DIRECTORS:

E. Shellman, Esq.—Chairman.

F. H. Armstrong, Esq.—Deputy Chairman.

Andrew Forbes, Esq.

G. F. Fielden, Esq.

W. L. Patterson, Esq.

O. S. Gibbons, Esq.

G. R. Laurens, Esq.

F. Lieb, Esq.

CHIEF MANAGER:

Hongkong—N. J. STABB.

Acting Manager, SHANGHAI—A. G. STEPHEN.

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ON FIXED DEPOSITS:

For 6 months, 3½ per Cent. per Annum.

For 12 months, 4 per Cent. per Annum.

N. J. STABB, Chief Manager.

### SHANGHAI RUBBER STOCK.

Expert Says the Companies are in Excellent Condition.

"There seems to be some misgiving here as to the value of the rubber stock floated by Shanghai companies, and the collapse of several companies recently has placed the value of these stocks at a figure ridiculously low when one knows the real conditions which obtain on the plantations," said Mr. C. E. Akers, Commissioner of the British Board of Trade who passed through Shanghai on his way to New York recently. "Six months of investigation in Java" he continued "have shown me that properties of Shanghai companies are in excellent condition. Rubber is the biggest thing in the south—the companies of this city have got on the ground floor of one of the world's most promising industries; and though great returns are not to be expected at this time, within five or six years the development of these plantations will have more than warranted the heavy investments which have been made in rubber by Shanghai men."

#### A Rubber Expert.

Mr. Akers is one of the foremost rubber experts of the world, says the "China Press," and was appointed by the British Government to investigate the status of British firms with interests in Java. While in the south he headed a commission of Brazil-Bolivia rubber planters. These men, he says, were enthusiastic over rubber growing in Java, and declared that the showing which has been made in the industry, considering its recent projection, was more favourable than that of their own countries, where rubber had been one of the main sources of revenue for many years.

"I looked over the Limburg plantations while in Java," said Mr. Akers. "They are the most remarkable I have ever seen. Within the short time that this company has been in operation it has built the foundation of a business which, some day, is bound to be one of the most extensive in the east. The work that has been done on the Limburg plantations is little short of marvellous; and, with the most modern equipment now in use there, it is probably as fine a rubber property as any in the world."

**What we may expect from rubber.**  
People seem to expect immediate returns upon investing in rubber, and the hysterical scramble for stocks in this city some time ago must have naturally been followed by a slump. There is no doubt but what some of these companies were bad companies. The surprising thing is the attitude of a great many Shanghai people who think that the collapse of a few small concerns means rubber-growing as an investment is to be sought shy of. Nothing can keep the companies now under way in this city, with any degree of right handling, from swinging a great trade in the east within the next few years, and from paying their stockholders, who still believe in rubber, the handsomest of dividends."

**Philippines as a Rubber Country.**  
Mr. Akers said that the Philippines, as possessing great possibilities in rubber, are hardly to be reckoned with at this time. He had opinions from many capitalists who have investigated the conditions in the Islands, and it was generally thought that they were favorable. Practically no showing had been made—only a few sparse experimental plantations had been laid out when the great possibilities of Java rubber were realized. The conditions in Java were almost ideal for successful growing, and it seemed as if the future great development of the trade must centre there.

On his way to the United States after concluding his work with the South American delegation in Java, Mr. Akers will meet a second Brazilian commission in New York, and then proceed to Para, where he will spend some time looking into rubber growing in Brazil. While it is known at the present time that Brazilian rubber heads the market in volume of production, he said, it will not be long before the

markable strides taken in Java and the south will have the result of outstripping even the great South American industry from a point of production and market value of rubber.

#### Chinese in Japan.

The revolutionary fervour of Chinese in Java, he said, was responsible for the recent riots there. Republican zealots aroused the ire of the Dutch government by hanging out Republican flags, and the enthusiasm of the politicians spreading to the working classes, the Dutch thought it high time to crush the spirit while it was yet young. Protest by the Chinese aroused drastic action by the Dutch, who said, were bent on keeping the ignorant workmen ignorant. The trouble was short-lived, the Dutch mastering the settlers after a few brief clashes. It was the idea of the government that while the Chinese in Java remained tillers of the soil and lived in fear of the government, the best results would be brought about; but the spirit of freedom was not to be felt by the Chinese of Java, upon whose unquestioning and submissive attitude, they felt much of the prosperity of the country depends.

#### F. M. S. PYTHON FOR ZOO.

The "Times" announces that Mr. Rowland Ward has bought from Hagenbeck, of Hamburg, and presented to the Zoological Society, a fine example of the reticulated python (Python reticulatus). The snake arrived at the Gardens and was at once unpacked in the Reptile House. It was little torpid after its journey, but it woke up sufficiently to give the curator of reptiles and his assistants some little trouble in getting it safely transferred to the large cage which had been prepared for it. It at once made for the tank and lay in the warm water with its snout just emerging from the surface, but fed in the evening, taking two ducks. It is more than 22 ft. long and is beautifully marked.

The reticulated python is a native of the Malay Archipelago, and is one of the largest of living snakes. Specimens reaching 30 ft. in length have been killed; but examples of more than 20 ft. are rarely seen in captivity. They are all fond of water, and seldom move far from it, waiting for their prey in trees near streams. They frequently enter the water in pursuit of ducks. The usual prey consists of aquatic birds, but they are able to catch and kill small deer or antelopes. They strike at living prey with the mouth wide open, and inflict a severe bite with the teeth, which, however, are not poisonous, but are backwardly curved and serve to hold the animal in the act of swallowing. After catching an animal in this way they throw coils of the body over it and hold it tightly until it is smothered. If they are not very hungry they may wait for some hours before beginning to swallow the animal they have killed. They move round it, and then begin the long process of swallowing, selecting the head end first and holding the other end with a coil of the body. There is a copious secretion of saliva whilst swallowing is proceeding, but the snake does not first cover the body with this, as is sometimes stated. Not infrequently an animal is rejected after having been swallowed, and it is the appearance of such a creature, together with the curious movement of the tongue over the dead victim, that have given rise to the popular belief.

#### COULETY TO A COOLIE AT SHANGHAI.

Early on the morning of May 15 a native constable attached to Hongkong station noticed a Chinaman tied to a beam and his hands bound behind him, in a rickshaw shed on the Thorpe Road. He reported the matter to the station, and as a result four men were arrested and were charged at the Mixed Court with having bound the coolie and beaten him with ricksha axles. The culprits were sentenced to two months' imprisonment each.

### POST OFFICE.

#### Holiday Arrangements.

Fri. day, the 24th inst., being a Public Holiday, and Whit Monday, the 27th inst., being a General Holiday, the Post Office will be open as follows:—

On Friday from 8 a.m. till Noon and from 3 till 5 p.m.

On Whit Monday from 8 till 9 a.m. only.

There will be no delivery of letters and a collection from the Pillar Boxes on each day.

The Money Order Office will be entirely closed on both days.

The Parcel Mail to Europe will close at 5 p.m. on Friday next as usual.

Only fully prepaid letters and postcards are transmissible by the Siberian route to Europe. Letters for this route should be superscribed via Siberia.

The Parcel Post system to the following places in China is for the present suspended:—Hsien, Hunan and Tengyueh.

#### MAILS VIA SIBERIA.

Left	Due
London	Shanghai
April 20th.	May 7th.
April 24th.	May 10th
May 1st	May 18th

**MAILS DUE.**  
English, Dept., 23rd inst.  
American, Tenyo Maru, 25th inst.  
German, Dorflingen, 20th inst.  
Siberia, Devanh, 24th inst.

#### MAILS CLOSE.

Hoikow, Tourane and Quinhon—Per Triumf, 23rd May, 10 a.m.  
Macao—Per Sui Tai, 23rd May, 1.15 p.m.

Shanghai and North China—Per Chihuan, 23rd May, 3 p.m.

Siberian Mail: Shanghai and North China (Europe via Siberia)—Per Delta, 23rd May, 5 p.m.

Swatow, Amoy and Foochow—Per Haitan, 24th May, 10 a.m.  
Amoy and Formosa—Per Tjikini, 24th May, 11 a.m.

Macao—Per Sui Tai, 24th May, 1.15 p.m.

Philippine Islands, Timor, Australia, Tasmania and New Zealand—Per Eastern, 26th May, 10 a.m.

Japan via Kobo—Per Lai-ang, 26th May, 10 a.m.

Straits, Burmah, Ceylon, Aden, Western Australia, India, Aden, Egypt, and Europe via Brindisi. Late Letter—11 a.m. to noon. Extra Postage 10 cents. (Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.) The Parcel Mail will be closed on Friday, 24th May, at 5 p.m.—Per Devanh, 26th May, 11 a.m.

Philippine Islands—Per Loonggang, 25th May, 1 p.m.

Macao—Per Sui Tai, 25th May, 1.15 p.m.

Shanghai and North China—Per Anhui 25th May, 5 p.m.

Shanghai and North China—Per Choyang, 25th May, 5 p.m.

Tientsin—Per Cheongching, 26th May, 5 p.m.

Swatow—Per Haiman, 26th May, 9 a.m.

Tsiliwei, and Tientsin—Per Hui-chow, 27th May, 8 p.m.

Swatow, Amoy, Formosa and Foochow—Per Hsiyang, 28th May, 10 a.m.

Straits and India via Ca'cute—Per Kumsang, 28th May, 10 a.m.

Shanghai, North China, Japan via Moji, Victoria and United States via Tacoma—Per Mexico-mir, 28th May, 10 a.m.

Philippine Islands—Per Tsoan, 28th May, 3 p.m.

Straits, Burmah, Ceylon, Aden, Western Australia, India, Aden, Egypt, and Europe via Naples. (Letters posted in all the Pillar Boxes, in time for the first clearance will be included in this contract mail.) Late Letter 11 to 11.30 a.m. Extra postage 10 cents.)—Per Prins—Bawlow, 29th May, 11 a.m.

German Mail: Arrivals at Home—1st April—Socotra 9th April—Aragon, Dombas, Persia, Kamo Maru, P. E. Friedrich, 12th April—Patricius, Siam, Tawer, Rheeus, 16th April—Ambrisia, Aki Maru, York, 17th April—Invincible, Speranza, Africa, 26th April—Annam, Toulane, Airens, 3rd May—Mediterranean, Mikima Maru, 7th May—Glamorganshire, Jason, Kamoga, Preussen, 10th April—Australia, Glenloch, Spezia, 1st May—Benlawer, Caylon, Myrion, Polynesian, Indian, Poone, Kansas, Tropicale, Arrivals at Home—1st April—Socotra 9th April—Aragon, Dombas, Persia, Kamo Maru, P. E. Friedrich, 12th April—Patricius, Siam, Tawer, Rheeus, 16th April—Ambrisia, Aki Maru, York, 17th April—Invincible, Speranza, Africa, 26th April—Annam, Toulane, Airens, 3rd May—Mediterranean, Mikima Maru, 7th May—Glamorganshire, Jason, Kamoga, Preussen, 10th April—Australia, Glenloch, Spezia, 1st May—Benlawer, Caylon, Myrion, Polynesian, Indian, Poone, Kansas, Tropicale.

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